

Nuclear-free world cannot be - Thatcher

By Anthony Bevens, Political Correspondent

The Prime Minister has rejected the ambition of President Reagan and Mr Mikhail Gorbachev for a nuclear-free world as "pie in the sky."

In an exclusive interview with The Times, Mrs Thatcher said: "Both the President and Mr Gorbachev have said that they want to see a world without nuclear weapons."

"I cannot see a world without nuclear weapons. Let me be practical about it. The knowledge is there to make them."

"So do not go too hard for that pie in the sky because, while everyone would like to see it, I do not believe it is going to come about."

In one of the most wide-ranging and politically important interviews since the election, Mrs Thatcher said that Mr Graham Day, British Leyland's chairman-in-waiting, might not get involved in the consideration of privatization plans.

She suggested that the Conservative manifesto commitment to steel privatization, and proposals for limited rent decontrol, would be delayed beyond the next election.

She said that she expected to introduce new industrial relations legislation soon after she was re-elected for a third term.

She gave her 25-year vision of popular capitalism.

She attacked "arrogant" critics who called for curbs on tax cuts.

She said that the failure to extradite Miss Evelyn Glenholmes should not be allowed to cloud judgement on the Anglo-Irish agreement.

Mrs Thatcher said that it was a mistake to think that a purely commercial decision could have been taken on British Leyland and Land Rover, because of the feelings which had been aroused.

But she said that the Government was now left with "painful" decisions and "considerable problems" and she added that Mr Day might now get involved because he would be "charged with the duty of finding the best way ahead."

On her plans for industrial relations legislation, Mrs Thatcher said she thought the closed shop was "repugnant",

down the line of the family, leaving to others not only their shares, some of their building society investments, some of their national savings certificates - only on a bigger scale than ever before.

"So that the overwhelming majority of people, who could never look forward to that before, will be able to say: 'Look, they have got something to inherit. They have got a basis to start on.' That is tremendous. That is popular capitalism."

The Prime Minister also attacked the arrogance of her tax cut critics.

She said: "When people come to me and say 'Don't reduce tax', the first question I ask of them is: 'Do tell me, is your income in the top half?'"

"Yes. 'Very considerably in the top half?'"

"And I say: 'Well, I do not find many people coming to me, teachers, nurses, people who are working hard but earning below average. I don't find them coming to me and saying 'you are leaving too much of my own money in my pocket, Mrs Thatcher.'"

"I find them coming and saying: 'I have not got enough of my own money left in my own pocket to pay my rates, to pay my fuel bills, to buy food and clothes.'"

Asked about the repercussions of the failure to extradite Miss Evelyn Glenholmes from Dublin last weekend, Mrs Thatcher said: "When these things happen, we feel just the same way as most other people about them but, equally, we have to say: 'Well now, look! Keep calm. Don't dash into anything which may put the long-term objectives in jeopardy.' And that I shall say."

"We have demonstrated that we have the right to operate in international waters," the State Department said.

President Reagan telephoned the Commander-in-Chief of the Sixth fleet in the Mediterranean yesterday to praise the servicemen for their bravery.

"You have sent a message to the whole world that the United States has the will and, through you, the ability to defend the free world's interests," he told Vice Admiral Frank Kelso on board the fleet's flagship, Coronado.

He added that he was particularly pleased that no American losses had been suffered. "The fundamental principle of freedom of the seas, so important to the economy and security of the free world, has been upheld in the face of a reckless and illegal Libyan attack."

The Pentagon issued a revised tally of Libyan losses in two attacks mounted by the US on Monday and Tuesday. It confirmed the destruction of only two ships, contrary to earlier claims that four and possibly five had been sunk.

Those destroyed were a French-made Combattant missile patrol boat attacked by Navy A-7 planes on Monday, and a Soviet-made Nannuchka class missile patrol vessel.

The Administration yesterday urged Congress to speed up action on a \$4.3 billion plan to boost security at the US embassies considered to be particularly vulnerable to terrorist attacks.

In the US itself there has been a noticeable increase in security at some main airports. The Federal Aviation Administration advised airports and airlines to be increasingly aware of the threat of terrorism inspired by Libya, but did not recommend specific action.

Russians explain, page 7

Continued page 2, col 2



The citizens of Chichester giving the Queen a warm welcome on a walkabout yesterday after she had handed out Maundy money to 60 men and 60 women. (Fergie protest, page 2)

US ships pull back from Gulf of Sirte

From Christopher Thomas Washington

The United States ended military manoeuvres off Libya yesterday, withdrawing its 30-ship Armada from Colonel Gaddafi's "line of death" without further attacks or threats from Libya.

The three-carrier group will remain in the central Mediterranean for several days.

White House officials said the operation was "definitely a success". The manoeuvres, which began on Saturday night, were due to end next Tuesday but the White House clearly felt its point had been sufficiently put.

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Russians explain, page 7

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Kinnock fights to limit damage over executive walkout

By Philip Webster, Political Reporter

Mr Neil Kinnock struggled yesterday against taunts from his political opponents to counter the electoral repercussions of the Labour Party's trouble-torn efforts to bring the Militant Tendency to heel.

Dr David Owen, leader of the Social Democratic Party, said that Wednesday's events culminating in the collapse of the disciplinary hearing against Liverpool's Militants after a walkout by seven members of the national executive committee, undermined what the electorate most feared - the scale and depth of the penetration by the hard left of the entire Labour Party.

At the Fulham by-election, in the Commons and elsewhere, Conservative and Alliance politicians pounced with unbridled delight to exploit Labour's difficulties.

But Mr Kinnock, whose fury at the action of Mr Tony Benn, Mr Eric Heffer and their five colleagues in thwarting the expulsions of the Militants was unabated, continued his efforts to demonstrate his grip over the party and his determination to expel the Militant leaders.

After a long series of broadcasts on Wednesday trying to limit the damage of the NEC disaster, Mr Kinnock yesterday challenged Militant supporters to leave the Labour Party and fight under their own colours, when they would be "hammered by the Labour Party and hammered by the British electorate".

He said that the seven members who walked out were a "very isolated minority" and were even smaller now as a result of their actions. He was expressing a

view held by several of his senior colleagues that the only good that might come out of the affair would be a further diminution in support for the Benn-Heffer-Dennis Skinner axis on the executive.

Hard left trade union elements who would normally back them are furious at their action and at least one, Mr Eric Clarke, of the National Union of Mineworkers, is thought likely to face a difficult fight to retain his NEC seat in the summer.

Mr Kinnock said in a BBC radio interview: "Those who walked out, mature people at least in years, know very well that what they did cannot do anything to enhance - our standing with the public."

Liverpool's Militant activists who thwarted attempts to expel them from the Labour Party were last night threatening more embarrassment for the national leadership (Peter Davenport writes).

It was expected to come at a meeting of the temporary coordinating committee formed by the national executive committee to run party affairs in the city during the district party's suspension.

Both Mr Tony Mulhearn, president of the district party, and Mr Derek Hatton, deputy Leader of the city council, have been elected as delegates to the 44-member committee.

It was expected last night that moves would be made to have Mr Mulhearn elected as committee chairman and that he would then try to reconvene the district party.

Last night he said: "The battle is far from lost. Right is on our side and we shall be fighting every step of the way."

Express threat to close after Easter

By Peter Evans

Express Newspapers will close after Easter Monday's publications unless agreement is reached on a cost cutting package including 2,500 redundancies.

That was the warning given last night to staff in London, Manchester and Glasgow by Mr Roger Bowes, chief executive.

He said in a letter to them: "Despite the co-operation by the majority of chapels (office union branches), we have not been able to secure the agreement for a number of chapels either to the new manning level or the new house agreement."

"I am sure you will understand that the company must meet its objectives in all areas because of the frailty of our position in the market-place. The company will, therefore, close following the publication of Easter Monday's titles, unless we have secured all the agreements by Monday night."

"As you know, the enhanced early retirement and generous redundancy terms will also cease at that time."

United Newspapers which recently took over Fleet Holdings, owners of the Daily Express, Sunday Express and The Star, have been trying to cut the 6,800 staff at Express Newspapers in a bid to reduce costs.

The National Union of Journalists' chapel is understood to be among those

Palace bans wedding T-shirts

By John Young

Buckingham Palace became embroiled in controversy yesterday over a decision to ban the use of royal portraits and emblems on T-shirts and other articles of clothing to commemorate the wedding of Prince Andrew and Miss Sarah Ferguson.

The Lord Chamberlain, Lord Airlie, announced rules which go even further than those imposed at the time of the Prince of Wales's marriage to Lady Diana Spencer in 1981.

They specifically state that royal emblems and images may not be used on textiles and clothing, apart from headscarves and wall hangings.

A Palace spokesman said: "It is the Queen's decision. She does not feel that T-shirts are a suitable place for royal photographs. The wording has been changed to make it doubly clear that British firms should not make or sell such T-shirts."

But within hours of the announcement a Commons motion had been tabled urging the Palace to reconsider its decision.

The motion's sponsor, Mr Max Madden, Labour MP for Bradford West, said the decision would "flash a signal to overseas producers to cash in on a multi-million pound bonanza with imported clothing bearing emblems, thus putting British clothing manufacturers again in the position of facing unfair foreign competition."

When the earlier ban was announced at the time of the wedding of the Prince and Princess of Wales, 71 MPs from all parties signed a Commons motion describing it as "an absurdity at a time of huge unemployment in the textile industry."

The British Textile Confederation said it would mean the market would simply be supplied by foreign companies.

Yesterday's Palace announcement says that sovereigns must be specifically related to the royal wedding, must be of a permanent nature, "in good taste" and carry no advertising or implication of royal custom or approval.

Mr John Wyatt, chief ranger of the Lake District national park, warned visitors to be wary of conditions on the fells. His warning followed the death of Matthew Wall, aged 10, from Bristol, who fell 30 feet down Helvellyn.

Weather forecast, page 16

Easter in the sun for Britons

By John Young

Unprecedented numbers of Britons will be spending the Easter break away from home, many of them heading for Mediterranean resorts to escape the predicted and predictable unsettled weather at home.

Heathrow airport yesterday had one of its busiest days, with more than 100,000 passengers, compared with 75,000 on a normal day.

Things were not made any easier by a security alert after threats of reprisal attacks motivated by the conflict between the United States and Libya in the Mediterranean.

Police officers armed with machine guns patrolled the airport corridors, and plainclothes police and airline security officers mingled with the crowds, especially around Middle Eastern and American flights.

But a work-to-rule by Customs staff, which it had feared might disrupt services, appeared to be having little effect. Customs and Excise officials said that contingency arrangements had been made.

The home travel industry also expected a bumper Easter. The United Kingdom Holiday Bureau, which represents the four domestic national tourist boards, said a survey showed "a fantastic boost" to holiday bookings.

British Rail said it would be operating nearly 300 extra trains over the holiday.

However, those holidaying in Britain were warned to expect showery weather at best, and the RAC warned motorists, and caravanners in particular, to beware of high winds.

Coach operators were less ebullient, and there was still plenty of room for would-be travellers. Additional coaches will run to the more popular destinations, but commuter services will be reduced.

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Weather forecast, page 16

West Germany to join Star Wars research

Washington - The US and West Germany signed an agreement yesterday under which Bonn will take part in President Reagan's controversial strategic defence initiative (SDI) research programme (Our Correspondent writes).

West Germany becomes the second ally after Britain to join the so-called "Star Wars" project, which is bitterly opposed by the Soviet Union.

Mr Casper Weinberger, the Defence Secretary, and Mr Martin Bangemann, West German Economics Minister, signed the agreement at the Pentagon after months of negotiations.

In talks with Mr Bangemann on Wednesday Mr Weinberger engaged in considerable "give and take" on defining Bonn's role in the research programme, and the controversial issue of the transfer of technology.

Tomorrow

Back to the future



How the style of the Fifties, the forgotten decade of angry young men, has found favour with a new generation

Boat race blues

Can Cambridge break their losing run?

The big one

JUMBO Bank Holiday crossword

Portfolio

The Times Portfolio daily competition prize - £4,000 because there was no winner on Wednesday was won yesterday by Mr R.A. Brindley of Wokingham. Portfolio list, page 26 how to play, information service, page 16.

Today, £22,000 can be won - £20,000 in the weekly competition and £2,000 in the daily. There is no Saturday game because the Stock Exchange is closed. Portfolio resumes on Tuesday.

Airlines tread a fine line between profit or loss. Increased traffic and lower fuel costs could help them survive the pressures of essential capital spending and a highly competitive marketplace. Pages 22-25

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Tebbit in Tory party poll alert

By Philip Webster Political Reporter

Mr Norman Tebbit, the Conservative Party chairman, yesterday placed his staff on alert for the next general election.

He announced a reorganisation of Conservative Central Office, aimed at preparing the party's election machine for what he described as the most sophisticated high technology campaign ever to be fought in Britain.

"We are now well into what could prove to be the vital year of preparation in the run-up to the next general election. From my point of view the campaign has already started," he said.

Although it was stressed that Mr Tebbit's move should not be seen as an indication of an early election, some Conservative officials found it difficult to recall being put on such a footing so far from the likely date of the next election.

There has been growing belief among Conservative strategists that the next poll will not come until 1988, although several key ministers favour autumn next year.

The party is facing several important by-elections, starting in Fulham on April 10, then in West Derbyshire and Ryedale. Early polls suggest it faces a slim margin in support.

Mr Tebbit said leading party officials would agree on an overall strategy for the general election in the next few weeks.

He disclosed that Sir Christopher Lawson, Conservative marketing director at the last election, will return to Central Office for the campaign.

Policemen suspended over death

A Chief Inspector, an inspector and two sergeants were suspended from duty yesterday hours after an inquest found that Mr John Mikkleson, a Hell's Angel, had been unlawfully killed while in police custody, Scotland Yard said.

No further details were given, but police sources said further suspensions were expected and could total seven.

The coroner's jury at Hammersmith, west London, returned a unanimous verdict that Mr Mikkleson's death be considered manslaughter due to the lack of care given to him after he was arrested in Feltham, west London, last July in connection with a car.

Mr John Burton, the coroner, referred the case to the Director of Public Prosecutions at the conclusion of the nine-day inquest.

The DPP said a police report on the affair had been under consideration for some time, but they could not say when a decision on any further proceedings would be reached.

During the inquest a pathologist said that Mr Mikkleson, aged 34, of Salters Road, north Kensington, died after head injuries caused by a truncheon had damaged his brain. Dr Iain West, of Guy's hospital, south London, added that he would have survived longer if he had received treatment earlier.

Dr West agreed that Mr Mikkleson could have been aspirating his vomit while lying on the ground during the arrest and was dying then.

Another forensic scientist

Continued page 2, col 2

There's no home like prison

By Peter Evans, Home Affairs Correspondent

Life in a Kentucky prison is better than coming home for one Briton, who has rejected a repatriation offer.

The prisoner, serving a five-year sentence, earns \$80 (£53) a month working in a prison office, equipped with a stereo set and television, where use is made of his fluent Spanish.

The Saturday night menu includes vegetable soup, a T-bone steak with baked potatoes, salad and extras, followed by banana cake with cream and chilled beverages. Tennis rackets and watches can be bought at the prison shop.

But Edwin Dent, the first prisoner to be transferred to Britain under the new pact has given up use of a sauna and

swimming pool in a Swedish jail so that he can be near his wife and family.

Dent, now in overcrowded Wandsworth prison, London, has seen them for the first time for a year in which he had had no visitors at all. Mrs Dent said yesterday before a second meeting.

The Home Office said that a second prisoner, Peter Malcolm, who was sentenced to five years in June 1984, had now been transferred to a jail here from Sweden.

Half of the inmates who have so far replied to a questionnaire sent by the National Council for the Welfare of Prisoners Abroad do not want to return even although they may be eligible.

Some say they are better off where they are, the Council said.

So far, none of about 70 prisoners in jails here, who may be eligible, have been repatriated.

They are eligible if they are nationals of one of the six countries which have ratified the Council of Europe Convention on the transfer of sentenced persons and have at least six months of their sentences, excluding remission, still to serve on the date the convention came into force.

The latest estimate is that eligible prisoners include one from Sweden, 11 from France, 33 from the US, 16 from Spain and 16 from Canada.







# Sikh militants ransack ruling party HQ and kill moderates

From Michael Hamlyn, Delhi

The head office of the Akali Dal, the "immortal party" of the Sikhs which rules in Punjab state, was ransacked and its contents burned by extremists of the All India Sikh Students' Federation yesterday.

The extremists ran across the road that passes through the Golden Temple complex in Amritsar into the small square of offices where they pulled out all the party records and smashed furniture before putting everything to the torch. A few party workers in the office at the time were beaten with batons and driven off.

A portrait of Sant Harchand Singh Longowal, the moderate leader of the party assassinated by terrorists last year, was smashed by the militants who were protesting at the police shooting in Anandpur Sahib on Wednesday in which seven people died.

Police outside the Golden Temple fired a shot into the air in a bid to scare away the students, who were chanting slogans against Mr Surjit Singh Barnala, the state's Chief Minister, and in favour of Sant Jarnail Singh Bhindranwale, the martyred terrorist leader.

The trouble was eventually halted by Mr Gurdev Singh, who was put in charge of the temple by the extremists when they seized control of the complex at the end of January.

Yesterday a series of assassinations of non-extreme Sikh leaders continued with the gunning down of Arjun Singh Mastana, a former legislator of the Communist Party of India. He and his bodyguard died when three terrorists, two in police uniform, rode into his village on a motorcycle in the early hours of the morning.

Yesterday's incidents added to the total of death and destruction which is likely to make this week the worst week of terrorism since the Akali

Dal came to power in elections last year. The elections followed a pact between Sant Longowal and the Government of Mr Rajiv Gandhi.

Since then the Akali Dal Government under Mr Surjit Singh has attempted to carry out a programme of reconciliation with the militants. Several hundred extremists have been released from jail where they were detained under the draconian National Security Act. Army mutineers discharged after the mass desertions following Operation Blue Star, the military seizure of the Golden Temple, have been given grants for land and resettlement.

The extremists, far from being mollified by this treatment, in fact have been encouraged by it and by the Barnala Government's failure to move decisively against them.

This failure was most strikingly shown following the January capture of the temple by the militants, who expelled the high priests appointed by the officially-selected Temple Management Committee, and began the destruction of the Akal Takht — the seat of immortal power — which had been badly damaged in Operation Blue Star and rebuilt under Government direction.

Then, Mr Surjit Singh and his Government had called a general meeting of all baptized Sikhs and apparently intended to evict the militants by force of numbers. But the confrontation was called off and the meeting held instead at Anandpur thus leaving the militants in undisputed control of the temple.

The apparent failure of the Gandhi-Longowal accord to yield anything tangible to the Sikhs has been held against the Barnala Government.

The Punjab Cabinet was yesterday reported to be considering matters in an emergency session.



A masked Chilean student throwing a stone at police during an angry demonstration in Santiago against the government of General Pinochet. Hundreds of students were demanding secure conditions in which to study.

In a separate incident, a mother and her small daughter suffered burns when a bus was set alight by a firebomb (AFP reports). Police said it was the eighth such attack on a public transport vehicle within 48 hours. The attackers escaped.

# The EEC food mountains Soviet bloc picks up a £1 bn bargain

From Richard Owen, Brussels

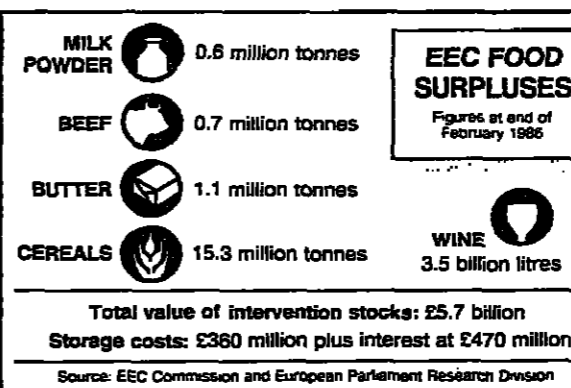
The EEC last year sold more than seven million tonnes of cereals to Russia for \$785 million, as well as 162,000 tonnes of butter to a value of \$137 million, both at knock-down prices.

Libya received 461,000 tonnes of EEC grain and 54,000 tonnes of skimmed milk also at subsidized rates.

The main Soviet bloc importers of EEC foodstuffs — Russia, Poland, Bulgaria and East Germany — did bargain basement business with Brussels to the tune of more than \$1 billion with Libya and other North African states — Algeria, Tunisia, Morocco and Egypt — close behind with more than \$800 million worth.

But even these large-scale cut-price deals have barely dented the EEC food mountains, and the failure of EEC farm ministers this week to agree on a policy for disposal of the surpluses leaves the Commission keen to conclude further deals, including a sale of 100,000 tonnes of butter to Moscow through M Jean Baptiste Doumenge, the French Communist trader. The secret subsidy in this deal is said to be as much as three-quarters of the official intervention price.

EEC officials deny that the Commission is negotiating "secret deals" to sell off intervention stocks. But trade experts say that those exporters who specialize in sales to "sensitive" countries have been quietly told of EEC export subsidy offers under a discreet tender system.



Total value of intervention stocks: £5.7 billion  
Storage costs: £360 million plus interest at £470 million

Source: EEC Commission and European Parliament Research Division

## EEC FOOD EXPORTS TO NON-EEC COUNTRIES

COUNTRY	Totals in £ million			Volume per thousand tonnes		
	CEREALS	MEAT	BUTTER	CEREALS	MEAT	BUTTER
ALGERIA	147.0	23.7	12.4	133.8	1327	20
BULGARIA	84.7	0.5	2.4	700	1	12
EGERMANY	30.5	1.9	—	297	1	—
EGYPT	0.7	136.8	44.0	24.0	3	159
INDIA	0.3	—	18.2	23.0	2	28
IRAQ	10.5	34.5	11.0	11.6	106	7
IRAQ	—	41.8	—	65.4	—	36
JAPAN	1.0	248.0	1.8	10.6	451	9
LIBYA	55.8	15.8	11.7	38.5	14	2
MOROCCO	164.0	2.9	—	5.5	1576	4
POLAND	100.0	5.4	—	—	921	9
SAUDI ARABIA	149.2	111.0	24.7	100.0	1554	16
SOVIET UNION	785.0	48.5	137.0	5.0	7330	86
SYRIA	22.7	—	25.3	13.5	184	—
TUNISIA	46.6	11.8	—	10.5	433	12
USA	—	97.8	—	3.3	64	—

\* Based on commercial rate of 65p to the European Currency Unit. Figures below 1,000 tonnes excluded. Jan 85 to Dec 85 figures for EEC of 100; Spain and Portugal not included. Source: Eurostat-Comext

# France to destroy lethal wine

From Susan MacDonald, Paris

France has ordered the destruction of more than one million litres of cheap Italian wine being held at the Mediterranean port of Sète.

The 1,600,000 litres has been declared unfit for consumption due to its high level of methyl alcohol — up to 10 times the permitted amount. A total of 2,800,000 litres of red wine, originally from Puglia in southern Italy, has been blocked for analysis in Sète where it arrived by sea.

There have been general alerts in France, Germany and Belgium after the adulterated wine scandal in Italy which, it is alleged, has so far claimed eight lives.

Some wine producers in southern Italy have already been interrogated by police, and the Italian Minister of Agriculture, concerned about the image of Italian wine abroad, has stated that no-one should buy a bottle of wine that is cheaper than a bottle of mineral water.

● MILAN: Officials seized a wine grower's stock at Apulia in southern Italy, which is believed may have poisoned some people here this month, the Ansa news agency said (Reuter reports).

Police believe that the grower may be the unregistered supplier of a distribution firm in the northern city of Cuneo that authorities tentatively pinpointed as the source of the poisoned wine.

● STUTTGART: Health inspectors said yesterday that 1,620 one-and-a-half litre bottles of 1984 Barbera d'Asi Pignone containing a dangerously high level of 6.7 grams of methyl alcohol a litre had been found in an import warehouse near Karlsruhe (Reuter reports).

● LONDON: A Department of Health spokesman said yesterday that there was no reason to suppose that any contaminated wine had been exported to Britain (Robin Young writes).

# Astronauts remains identified

From Mohsin Ali, Washington

The remains of at least four of the seven astronauts who were killed in the Shuttle Challenger explosion on January 28 have been identified, relatives and Nasa space agency sources said.

Family members said earlier this week that they had been told by Nasa that partial body identifications had been made by military pathologists.

"They have made some identification... but they are being very cautious," said a member of the family of astronaut Ronald McNair.

Mrs June Scoobe, widow of the Challenger commander, Dick Scoobe, was reported as saying that she was planning a burial at Arlington National Cemetery, near Washington.

Choppy seas and strong winds kept the shuttle salvage fleet in port on Wednesday, preventing divers from completing the recovery of sunken wreckage of Challenger's crew cabin, which is thought to contain more remains of the astronauts.

Nasa has said it will not comment publicly on the crew cabin salvage operation and the examination of astronauts' remains until the task is completed. This will take another two or three weeks, according to the agency.

Meanwhile, Nasa officials are urging the construction of the new shuttle, Orbiter, at a cost of \$2.8 billion (£1.9 billion), and a build-up to 10 unmanned rockets to meet national security needs.

Mr William Graham, acting Nasa Administrator, said that the space agency might launch the next shuttle in 12 to 18 months, unless more critical flaws were found. "We will not go back to space flight until we are confident we have addressed all the safety issues."

He also said that work continued on a permanent space station targeted for 1994.

# Meese backs Pakistan

Islamabad (Reuter) — The US Attorney General, Mr Edwin Meese, has expressed satisfaction with Pakistan's attitude to fighting drug trafficking to the West.

Mr Meese was speaking after a two-day visit designed to underline US support both for Pakistan's opposition to the Soviet military presence in Afghanistan and for its fight against drugs.

In a speech yesterday in Afghan refugees, Mr Meese reaffirmed US support for guerrillas fighting the Soviet-backed Afghan Government.

# PESHAWAR: A bomb exploded in a restaurant here frequented by Afghan refugees, killing at least four people and wounding 17.

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take the longest pair of skis. (About 6'6" for the uninitiated.)

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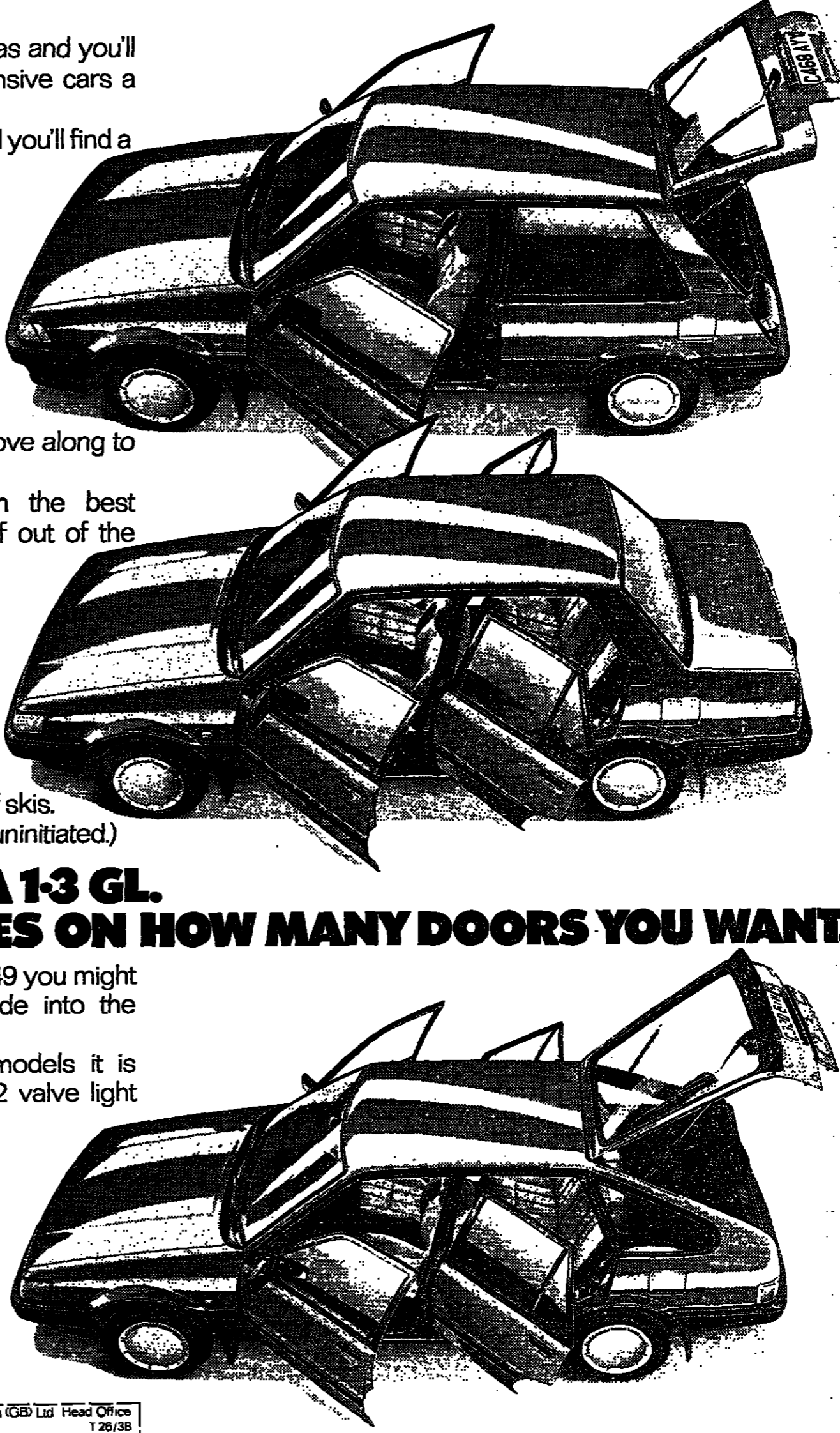
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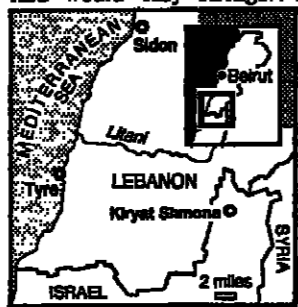
# Israelis bomb Lebanon guerrilla bases after PLO attack on border

From Our Correspondent, Sidon

In a swift reaction to a rocket attack against an Israeli border town, Israeli jets yesterday bombed Palestinian guerrilla bases in southern Lebanon, killing ten people and wounding 22.

The raid was a warning to Palestinians, who have been building up forces in the area, to expect similar retaliation if the cross-border attacks persist. But far from having a deterrent effect, the raid provoked vows to continue the Palestinian struggle.

The rocket attack was claimed by the mainstream Fatah group of Mr Yasser Arafat's Palestine Liberation



Map showing the location of Sidon and Kiryat Shmona on the border between Lebanon and Israel.

Organization. Mr Badi Abu-Suleiman, an Arafat loyalist, claimed that his guerrillas launched four Katyusha rockets into Israeli territory, and warned that the ensuing air raid would only strengthen

our struggle against the enemy. We shall retaliate in a violent way... inside occupied land.

The mid-morning raid was launched less than two hours after a guerrilla rocket fired from south Lebanon hit a schoolyard in the Israeli border town of Kiryat Shmona.

The Israeli jets came in from the clear Mediterranean sky west of Sidon for a five-minute attack. Witnesses said the jets made two bombing runs. In their second pass, they said, rockets and bombs wounded several civilians who were trying to rescue casualties.

In a gesture that was more symbolic than effective, given the military sophistication of the Israelis, the guerrillas fired anti-aircraft guns and anti-aircraft missiles when the jets swooped on the Ein Helweh and Miaou-Mia Palestinian refugee camps and the nearby hilltop village of Sirshieh.

A one-storey building believed to be a Fatah headquarters near Miaou-Mia took direct hits and was badly damaged by the rockets. Hours after the raid, edgy Palestinian guerrillas scrambled among the debris in search of victims and equipment.

A bomb landed on a wide street on the outskirts of the Ein Helweh camp, ripping off chunks of the facade of a five-storey building and gouging a huge, eight-yard deep crater. A young Palestinian on the brink of tears stood near the hole and, turning to a Swedish radio reporter, said in broken English: "Remember, one day we will not forget any Israeli, neither man, neither woman, anybody, remember."

But he was told to shut up and was taken away. Police said seven civilians, including Lebanese, were killed in the bomb blast, about 100 yards from a Fatah office.

# Rocket slams into school playground

From David Bernstein, Jerusalem

Four Israelis, three children and a teacher, were slightly injured yesterday when a Katyusha rocket fired from southern Lebanon exploded in the playground of a school in Kiryat Shmona.

They were the first casualties of several such attacks on northern Israel since the Israeli Army withdrew from most of southern Lebanon a year ago.

The officer commanding Israel's northern front, Major-General Ori Orr, appeared to rule out speculation that the air strike which followed on Palestinian guerrilla targets near Sidon may have been in direct retaliation for the attack.

Visiting the town after the attack, he said that it had yet to be established which of the several hostile groups operating in Lebanon had been responsible.

It has, nevertheless, become routine Israeli practice to respond to such attacks by

striking at selected guerrilla targets in Lebanon.

Israeli military analysts have claimed that some 1,000 Palestinian guerrillas, most of them belonging to the Fatah wing of the PLO, have re-established themselves in the refugee camps around Sidon in the year since the Israeli withdrawal.

Yesterday's rocket attack on Kiryat Shmona, which is believed to have originated in the village of Shakra, well to the south of Sidon, could have been used simply as a pretext to strike at this build-up.

The Israeli Army spokesman reported "good hits" on the targets attacked, and claimed that all Israeli aircraft had returned safely to base.

The four Israelis hurt in the rocket attack were briefly kept in hospital for treatment, and all were later sent home. Within hours of the attack, life in the town was said to be back to normal.

# Shultz seeks bases decision

From Mario Modiano, Athens

Mr George Shultz, the US Secretary of State, was due to end his three-day stay in Athens today with a largely symbolic visit to the American Air Force base adjacent to Athens airport, before flying to Rome.

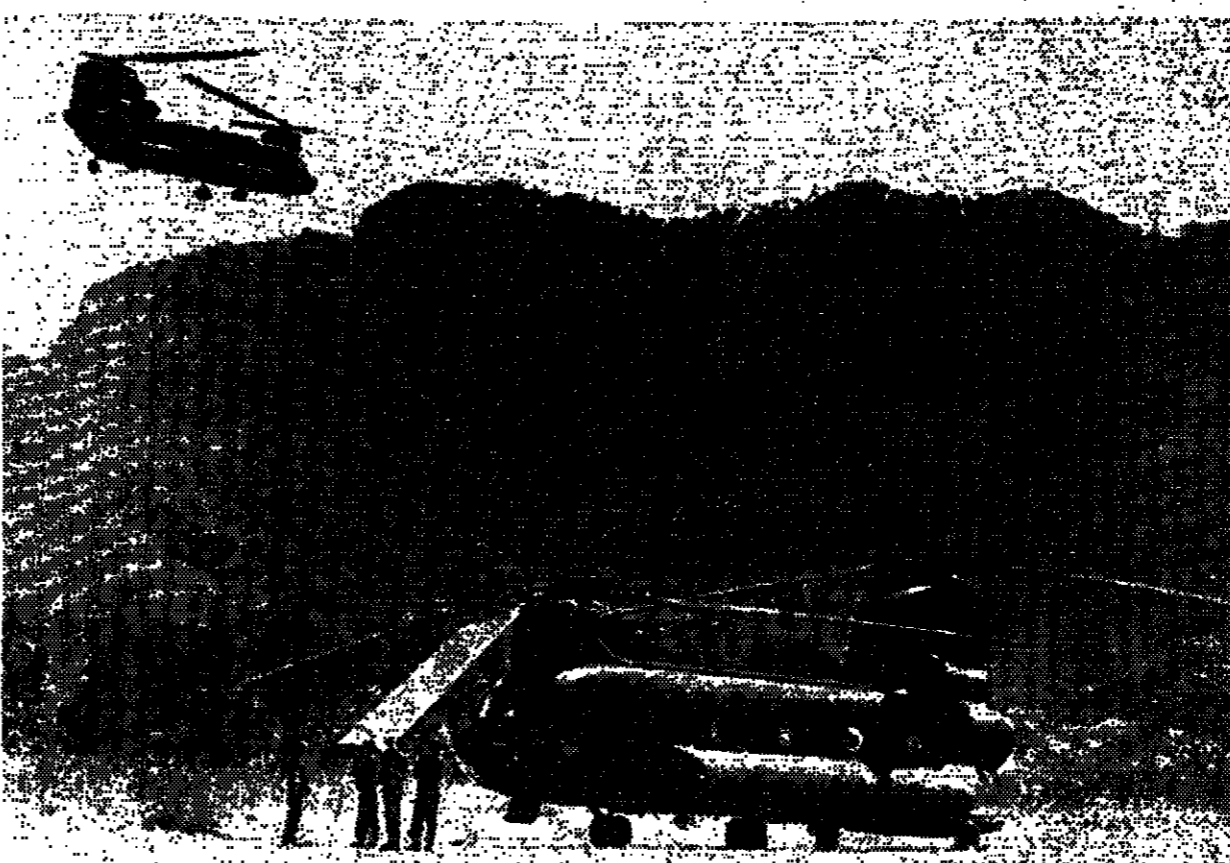
The fate of this and three other US military installations in this country once the current bases agreement expires in 1988, was a key issue in Mr Shultz's discussions with Mr Andreas Papandreu, the Greek Prime Minister, yesterday.

Mr Papandreu, who offered the American official lunch after talks lasting 90 minutes, said in a toast: "Truly these two days were very productive. I sincerely believe that they constitute a big step forward in the development of our relations in all sectors."

The US Government wants to know soon whether its military presence in Greece can be extended into the next decade, in exchange for assistance in meeting Mr Papandreu's growing economic and defence concerns.

Mr Papandreu insists that he prefers to deal with this problem nearer the expiry date, mainly so as not to alienate left-wing opinion which his government needs in a year of municipal elections.

Mr Shultz was given an idea of the vigour with which the Greek left opposes the presence of the bases, after demonstrations in Athens and other cities on Wednesday developed into violent clashes between police and extremists.



Honduran support troops being airlifted by United States helicopters to Janasraas, an area close to the Nicaraguan border.

# Reagan says lost aid vote was signal to strike

Washington - President Reagan, confident of having \$100 million in aid to the Contras approved in the Senate last night, still looks stymied in the Democrat-controlled House of Representatives (Christopher Thomas writes).

Mr Reagan yesterday said the Nicaraguan "offensive" against rebels based in Honduras, was "a slap in the face" to Congressmen who last week rejected his aid plan. "The Nicaraguan communists took the House vote as a sign. They

invaded..." he said. In mid-April the Democrats will produce their own version of an aid package. It falls far short of the substantial unconditional assistance sought by Mr Reagan.

# Blacks die in police ambush

From Michael Hornsby, Johannesburg

The death toll in widespread unrest in South Africa in the 24 hours to midnight on Wednesday, rose to 30 yesterday with the news that police killed two blacks in an ambush laid for stone-throwers in the Crossroads squatter camp outside Cape Town on Wednesday night.

Meanwhile, Mr Louis le Grange, the Minister of Law and Order, extended for another year bans on all gatherings called to promote school boycotts.

Police in the tribal homeland of Bophuthatswana confirmed that they killed 11 blacks on Wednesday when they opened fire on a large crowd, gathered on a football ground in the Witwatersrand shanty town, which allegedly ignored an order to disperse.

Dr Lucas Mangope, the leader of Bophuthatswana, yesterday appointed a judge to hold an inquiry.

Witwatersrand residents claim that as many as 20 people were killed. They said that police later detained scores of wounded on the football pitch and for more than an hour kicked and beat them with rifle butts and sjamboks.

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# Nicaragua troops 'trapped' by Contras

Tegucigalpa, Honduras (AP) - Rebels fighting the Nicaraguan Government say they have surrounded 1,500 Sandinista troops in southern Honduras and will not let them escape back across the border.

Meanwhile, US military helicopters with American crews ferried about 600 Honduran soldiers to the southern border area to join another 3,000 troops already there. A US Embassy official said no further flights were contemplated.

Honduran military intelligence sources said that 200 Sandinistas have been killed and another 150 wounded since the fighting broke out on Saturday between the Nicaraguan troops and the Contras.

One military source said that "very important things could happen in favour of the Contras and harmful to the invading army." He did not elaborate.

Mr Frank Arana, a spokesman for the largest Contra group, claimed: "The invaders are not going to return to Nicaragua. Our troops have them surrounded."

# Moscow's barrage at the UN

From Zoriana Pysariwsky, New York

The Soviet Union opened the debate in the United Nations Security Council on the Libyan-American confrontation in the Gulf of Sirte, accusing the United States of state terrorism against Libya that threatened the stability of the entire Mediterranean region.

Calling the US retaliatory strikes against Libya "pre-meditated bandit attacks", Mr Yuri Dubinin, the Soviet representative, urged the Security Council to condemn the US and adopt measures that would protect Libya's territorial integrity. He said that both Libya and Nicaragua had borne the brunt of American imperialist policies.

The Security Council convened at the request of Malta and the Soviet Union, which said that the US was planning further strikes against Libya.

Although the statement by Malta lacked the vehemence that set the tone of the Soviet opening remarks, Mr George Agios, the Maltese representative, made clear that his Government attached most of the blame for the hostilities to the United States.

General Vernon Walters, the American representative, told the Security Council that the US response to Libya's hostile actions was measured and appropriate. By entering the Gulf of Sirte, the United States was defending freedom of navigation for all nations.

# Russians explain inability to help in naval skirmish

From Robert Fisk, Tripoli, Libya

Libyan - not Soviet - military personnel fired the Sam 5 anti-aircraft missiles at American jets over the Gulf of Sirte this week and the Russians were yesterday explaining why they could not help Libya when the US Sixth Fleet attacked its patrol boats.

Soviet officials in Tripoli are arguing that one benefit of the whole affair is an increase in Colonel Gaddafi's domestic popularity but they are painfully aware of their own inability to protect the Libyans militarily.

"What did you expect us to do?" a Soviet official asked me yesterday. "To strike American ships? Do you know what would happen then? We have to hope that the Americans will study the situation carefully, that there will be a peaceful solution to this problem."

In Tripoli, the Russians are fully endorsing Colonel Gaddafi's contention that the Gulf of Sirte is Libyan territorial water, but on grounds of precedent rather than international law. "The Gulf of Sirte is not an international sea lane," the Soviet official said. "There are in the world several gulfs considered by nations to be their internal territorial waters - the Hudson Gulf (sic), the Gulf of Mexico, the Gulf of Riga, Sirte...the Americans accused Libya of this happening (sic) that took place in the airports at Rome and Vienna. They have no evidence about Libya and this. And the Sixth Fleet came here

and the Libyan regular armed forces - must now feel after the engagements in the Gulf of Sirte this week. As one Western diplomat put it yesterday: "They took a bloody nose."

Ironically, the Libyan patrol boats attacked by the Americans are believed to have been equipped with British navigation and radar equipment. In fact, British companies have been helping the Libyans to renovate their military radar systems - despite Mrs Thatcher's support for American policy over Libya and

despite the continued detention of a British engineer from Plessey, Mr James Abra, who is on trial in Tripoli on charges of passing secret radar defence information to London.

Nor is Colonel Gaddafi as universally popular in Libya as the Russians claim, although Western as well as East Bloc diplomats agree that his personal stature has been immeasurably increased by the confrontation.

A rumour is circulating among embassies here of another assassination attempt against him, while recent governmental changes mean that internal security has been reorganized to concentrate more power among Colonel Gaddafi's closest advisers.

In a sudden decision, officially taken at the request of the "General People's Congress", nine of the 20 principal government ministries have disappeared, to be amalgamated with other departments. Among these are the oil, information and justice ministries. The latter's demise means that, in future, the Libyan security police will be immediately responsible to the Colonel's deputy, Abdulsalam Jalloud. His own position has thus become far more powerful although he has stated publicly that "Colonel Gaddafi does not have a successor". Indeed, the Colonel is being remorselessly built up in the Libyan media as a near-deity. America's military operation in the Gulf of Sirte can only have helped.

He said Soviet activity in the region was normal. Both US and Soviet ships regularly ply the waters of the southern Mediterranean, monitoring movements.

Asked about the attacks, the admiral said: "We did nothing to provoke an action. We were not going to permit them to attack our forces."

Admiral Kelso went on: "The (Libyan) missiles were fired. There was no question that they were fired."

صكزامن الأهل





April 1986

# Melbourne bombing injures 21 and shakes Australian nerve

From Stephen Taylor, Sydney

A car packed with gelignite blew up without warning in the centre of Melbourne yesterday, injuring 21 people and leaving the residents of Australia's second city shocked and stunned. They frequently read about this kind of outrage but have never before experienced it.

A policewoman was in a critical condition last night and another officer was said to be seriously injured. Officials, however, said it was only by good fortune that there had not been large-scale loss of life.

The sedate commercial capital was starting to close down for the Easter weekend when the bomb went off just after 1pm. The stolen car disintegrated outside police headquarters, destroying a police car nearby and triggering a series of petrol tank explosions in other parked vehicles. The indiscriminate attack confused police who said they had no clear idea who might be responsible.

The police building and the adjacent Melbourne Magistrate's Court took the main force of the blast which scattered debris for up to 200 yards. A number of other central buildings suffered external damage.

Police established a task force of 20 detectives from the homicide, arson and main crime squads, but in response to a wave of feverish speculation as to who was responsible, a spokesman said: "We have no positive leads".

Among the plethora of theories was a suggestion that the bomb might have been the work of foreign terrorists but, by the nature of the target, that seemed unlikely.

Police made it clear they did not see a political motive and were more inclined to believe

that the police station, or even the magistrate's court, was the target.

A spokesman said: "We have had individual vendettas against police, but this kind of indiscriminate attack on the public is something we haven't seen in Australia before."

The only comparable outrage occurred in 1979 when a bomb exploded in a Sydney hotel during a Commonwealth Heads of Government meeting, killing three people.

Mr John Cain, Premier of Victoria, described the bombing as "a barbaric act of criminal violence."

"We have been free of this sort of thing - we have read about it and abhorred it in other parts of the world. One can only be very concerned as to what the future holds."

Mr Bob Hawke, the Prime Minister, was said to have been deeply disturbed by the attack. Meanwhile, there is an over-riding sense of dismay among Australians that such a thing could happen in their own country.

Deputy Police Commissioner Keith Thompson confirmed there had been no warning before the blast. He said it was fortunate there were not more people in the area at the time. Many could have been killed, he added.

A solicitor who was in the court building at the time said there was total confusion for some minutes before police started herding magistrates and others out of the back of the complex.

The scene at the police building was one of devastation. Every window on the first five floors of the 11-storey block was shattered. A policewoman said broken glass lay deep on the floor while flying shards had shredded pot plants.



A policewoman covered with blood after the bomb attack

# Subpoena served on former President

Honolulu (AP) - A subpoena has been served on former President Marcos of the Philippines at his beach-side home ordering him to give a deposition in connection with a double killing.

The subpoena was turned over to Secret Service agents by Mr Dean Alegado, a spokesman for the Committee for Justice for Domingo and Vives, based in Seattle, Washington. Silas Domingo and Gene Vives were anti-Marcos trade union activists who were murdered on June 1, 1981, in Seattle.

Mr Marcos's testimony was sought in connection with a 1982 lawsuit alleging that he and his top military aide, General Fabian Ver, were responsible for the murders.

The subpoena, issued last Friday by the US District Court, required Mr Marcos to bring with him to the April 15 deposition any documents in his possession relating to the murders of Domingo and Vives, Mr Alegado said.

It also required Mr Marcos to bring documents related to the use of Philippine National Intelligence and Security Agency agents who allegedly monitored the actions of anti-Marcos movement members in the United States, he said.

# Widening scandal over Marcos family dealing Japan looks into land sales

From David Watts, Tokyo

The Japanese Government has agreed to set up a special committee to investigate former President Marcos's dealings with Japan. The agreement was sealed yesterday at a meeting of the ruling Liberal Democratic Party (LDP) and the Opposition.

As the LDP agreed to the first such investigation since the Lockheed bribery scandal of the mid-1970s, the Opposition revealed what it said were attempts by the Marcos family to sell parcels of Philippines Government-owned land in Tokyo.

Mr Kazunori Inoue of the Socialist Party showed a Lower House committee documents which he said were a sales agreement between a Marcos agent, Mr Victor Nituda, and a Japanese company for the sale of three parcels of land worth 9.6 billion yen (£36 million). The sale was said to have been arranged through a small trading company which normally

deals in ships for Malaysia. The president of the firm was not in Tokyo.

According to documents presented by the Socialist, agreement for the sale was reached in January and was to have gone through as soon as Mr Marcos approved the details. That appears never to have happened.

This is the most embarrassing allegation yet for the Japanese Government since the documents appeared to indicate that transfer of the property ownership should be done from the Philippines Foreign Ministry to its Japanese counterpart.

The Government had been doing its best to avoid opposition demands for an investigation of Marcos links, but has had to yield to demands that overseas aid be investigated against a background of allegations that Japanese firms routinely paid commissions of 15 per cent on contracts in the Philippines. Much aid was

tied to contracts with Japanese firms. Such commissions are not normally illegal.

NEW YORK: The New York Times said yesterday it had obtained documents from Philippines Government sources which showed that Mr Marcos and his wife began accumulating inordinate wealth and property soon after he took office in 1965 (Reuters reports).

It said the records also showed that by 1970, two years before Mr Marcos declared martial law, his wife, Imelda, took trips abroad with as much as £150,000 in cash and \$200,000 in traveller's cheques, and held New York bank accounts under an assumed name with a balance of \$272,437.14

It said the papers indicated that a wealthy Filipino businessman, who was a secret financial adviser to Mr Marcos, had purchased property for Mr Marcos as early as 1967.

# Sacked mayors call protest rallies

Manila (Reuters) - More than 1,000 mayors said yesterday they would lead simultaneous rallies throughout the Philippines to protest against the arbitrary dismissal of elected officials by the Government of President Aquino. In a full-page advertisement in the mass-circulation Manila Bulletin, they said the

three-day rallies would start tomorrow in constituencies of 1,523 mayors who had been ordered to resign.

The mayors, whose six-year terms ended this month, asked the Government to call an election for May 3 rather than appoint replacements which they described as a "massive act of coup d'etat at local

level". Many members of the New Society Movement of former President Marcos ignored the orders to quit and in several places their supporters barricaded the town halls.

The advertisement said: "Election not selection: the free ballot, not the boot of one man. Suffrage, not this outrage."

# Spain's far left in search of unity

From Richard Wigg, Madrid

The almost seven million "no" votes in the Nato referendum have inspired the forces on the left of Spain's ruling Socialist Party to search for some kind of common front with which to fight this year's general election.

The election must constitutionally be held by October, but there is little time to be lost for Andalusia's regional elections, a prior test, are now less than three months away.

Final official figures just released show that the Socialists won the referendum with 9,054,509 votes but the "no" votes totalled 6,872,421 and there were more than 11 million abstentions.

Just as left-wingers appropriate for themselves all the "no" votes, those who abstained have been claimed entirely by the right-wing opposition.

The Communists and their trade unions, who were essentially the organizing force behind the anti-Nato campaign, are fascinated by the referendum results, especially as they polled only 825,000 as a party at the last general election.

Split now at least three ways, the Communists know they risk parliamentary extinction this time unless they can somehow ride on the backs of that referendum protest vote.

But how to keep such a motley body as pacifists, ecologists, disgruntled socialists, anti-American intellectuals, former communists and hard-line communist stalwarts all together for a general election is already dividing rival Communist leaders.

Señor Gerardo Iglesias, the secretary general of Spain's rump Communist Party, favours a loose rein, non-dogmatic approach to attract the young people who flocked to the anti-Nato campaign.

Two communist veterans, Señor Santiago Carrillo, his predecessor, and Señor Ignacio Gallego, leader of the pro-Moscow breakaway Communist Party of the Spanish Peoples, are both refusing to abandon dogmatic claims over the working class. Whether a common front to the left of the Socialists gets off

## Suspects caught

Madrid - Pamplona police have captured two suspected key members of ETA's "Nafarra" squad as well as four other suspects (Harry Debeñas writes). They included the squad's leader, Señora Mercedes Galtes, aged 38, wanted for questioning in connection with attacks in Navarra in over the past six years in which eight people were killed, including two generals

the ground in the coming weeks will depend largely on whether a group of personalities heading the other constituent elements can sink their rivalries.

The problem of rival personalities also conditions what Spain's centre-right and right can do in a bid to prevent Señor Felipe González from winning a second term as Prime Minister.

Two figures, at least, are bidding to replace the alternative Señor Fraga has offered to socialism with something less homespun and right-wing and more akin to the French formula.

One is Señor Miguel Roca, the Democratic Reformist Party leader, who has now openly identified his party with the Giscardians in France. Señor Oscar Alzaga, leader of the Christian Democrat wing of Señor Fraga's coalition, is the other.

Señor Roca maintains that Señor Fraga's five million votes at the 1982 election correspond essentially with elements in Spain's provincial society rooted in the former authoritarian regime, and thus can never hope to win a majority over the Socialists. Many people would dearly like Señor Roca, who is a Catalan, to team up with Señor Adolfo Suárez, Spain's first democratic prime minister, to revive a centrist alternative. But the two men have stubbornly refused to cooperate.

Spain's influential big private bankers, who have been a force behind political parties since the advent of democracy and whose disenchantedness with Señor Suárez was one factor behind his decline, do not appear keen to back an all-out alternative to the González Government.

# Seoul campus clash

Seoul (Reuters) - Police stormed a Seoul university yesterday and fired tear gas to disperse hundreds of students protesting against President Chun Doo Hwan.

Witnesses said about 300 plainclothes and riot police went to the Jesuit Sogang University, where about 500 students shouting "abolish the Constitution" were holding a rally against the South Korean President, whom they say is a

military dictator. The students hurled stones and petrol bombs at the police. At least one student was arrested.

At Confucius Saung-yunkwan University, about 200 students marched on the campus to back an opposition campaign for election reforms. At Konkuk University, 100 students clashed with riot police who stopped them marching in the streets.

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# Mexico's Cup of salvation

### Still scarred by a devastating earthquake, cash-starved Mexico City sees the World Cup as a life-saver. Alan Franks reports

Six months after the earthquake which devastated the heart of Mexico City, Señor Eduardo Islas, a small tour operator, drives his clients around in a van instead of a 60-seat coach. There is simply no longer the demand.

It is hardly surprising. Despite the best efforts of salvage and reconstruction workers, parts of this sprawling and polluted metropolis — at 18 million the world's most populous — could double convincingly as a battle zone. Office and hotel blocks still stand deserted, with monstrous cracks rising up their flanks in jagged seams. They are the lucky ones: many other buildings remain slumped on to their foundations, apparently random victims of the colossal seismic violence which roared in waves beneath the city streets, killing 25,000 people, injuring 30,000 more and leaving 100,000 homeless.

These, at least, are the official figures. Islas himself believes the true death toll to be far higher, swelled by the number of unknown, unregistered citizens whose corpses may even now be mouldering in the debris. It is an inauspicious climate in which he and his colleagues are trying to reassemble the industry which, after oil, is the country's largest export.

They do so in the fervent hope that after the years of impoverishing corruption by the government of ex-president Lopez Portillo, exacerbated by the halving of oil prices in the past four years, 52 games of football in eight weeks hold the key to a desperately-needed economic recovery. With the World Cup, Mexico's second in 16 years, just eight weeks away, this Catholic nation of 73 million finds itself praying for soccer to provide what industrial planning

(or its absence) has failed to deliver.

The logic is simple: if visitors from the other 23 competing nations return home from the Cup with favourable impressions of Mexico, then the country stands to benefit from a major tourist boom. If not, the future remains bleak. At present the government of Miguel de la Madrid, mid-way through its statutory six-year term, must service a foreign debt of nearly \$100 billion. On top of this it seems likely that Mexico will have to borrow \$6.5 billion from a consortium comprising the International Monetary Fund, the World Bank and United States finance export agencies.

Incongruous though it may appear, billions of dollars are now being spent preparing for a soccer fiesta by a country woefully unable to meet its commitments to social reform. The most potent expression of this contradiction threatens to explode on the eve of the tournament, as 50,000 people dispossessed by the earthquake plan to occupy the capital's massive Aztec Stadium in a demonstration against the government's "inadequate" rehousing programme.

Whether or not they gain entry to the 120,000-seat ground (it seems improbable, given the heavy police presence for the Cup), this is scarcely the kind of publicity being sought by de la Madrid. Mexico's conundrum is that while the federal government is using the show window of soccer to quicken the long-term prospects of international revenue, so the homeless are pulling the same lever in order to solve their immediate domestic problems. Those families currently living seven or eight to a room in shanty settlements away from the city



Battle zones: six months after the earthquake left its trail of wreckage, hopes rest on the World Cup to stimulate a tourist boom as Mexico City attempts to return to normal life

centre, or camping under supposedly temporary canvas might be forgiven for seeing little personal benefit in the government's expenditure on a soccer festival.

As well as this, violence among visiting supporters, despite the outwardly-relaxed posture of the organizers, is never far from the official mind: ugly scenes on the terraces or streets could do much to thwart the rehabilitation of Mexico's image.

All this has come at a time when Mexico is at the centre of the

world's political stage, not so much for international sport or natural disaster as for its careful neutrality between the United States to the north and the Central American revolutionaries. Even a brief visit to the capital's purpose-built centres for press and TV coverage of the Cup demonstrates the extent to which the country combines Third World poverty with hi-tech aspirations, somehow cemented for almost 60 years by the paradoxically-named Institutional Revolutionary Party.

## RISE AND FALL OF TOURISM

British tourists in Mexico

1967	5,582
1968	6,272
1969	5,909
1970	10,148
1971	6,227
1972	7,077
1973	8,590
1974	10,612
1975	11,347
1976	13,562
1977	11,463
1978	17,782
1979	20,210
1980	18,566
1981	12,000
1982	10,000
1983	7,000
1984	9,000

(Latest figures rounded to nearest thousand)



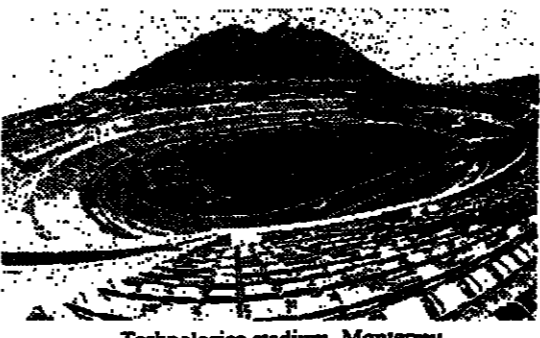
## THE VELVET GLOVE OF WELCOME

Mexican jails are not holiday camps, but rumours of starvation conditions awaiting lawless fans have been greatly exaggerated. Police in Monterrey, where England's Group F is based, vehemently deny that imprisoned supporters face a regime without food.

All Cup tourists will be issued on arrival with an identity card bearing the legend "Monterrey, better than ever". Should they get into a scrape, this will guarantee them immediate access to a member of the British consulate.

The city, with a population of one and a half million, has a British community of 5,000, some of whom will be supplementing the stock of hotel rooms (also 5,000) with bed-and-breakfast for about £18 a night.

Although the standing of the British fan in Mexico is dubious, both because of the Heysel Stadium tragedy and team manager Bobby Robson's complaints about the venue, Señor Salvador Garibay, the state's director of tourist promotion, claims the Monterrey welcome will be cordial. "Mr Robson has been to visit us several times", he says, "and we think now he is a very happy man."



Technological stadium, Monterrey

Should a supporter be found guilty of an offence such as assault on a policeman, he will find himself in a 40-year-old prison with a population of 1,800. Rather than imprison fans for relatively minor offences, such as petty shoplifting or possession of alcohol at one of Monterrey's two stadiums, police will deport them.

**SATURDAY**  
The weekend starts here

**The Fifties revisited**  
It was the decade of Suez and Aldermaston marches and *Look Back in Anger*. Above all, it was the decade that saw the emergence for the first time of a teenage culture. *The Times* looks back on the decade of Brylcreem, drainpipe trousers and string ties — the 1950s

**Malindi monsters**  
Fishing in Kenya

**Holiday Jumbo**  
The big crossword

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## A malt man's blended life

Alan Shiack manages to mix the roles of whisky chairman and film writer with no difficulty. How does he do it?

Most of us would like to be what we're not, which is probably why so many businessmen throw their hard-earned money behind plays and art galleries, while creative folk gaze wistfully from the other side of the fence at the lush, rich pastures of the City.

Alan Shiack has the best of both worlds. He is the 45-year-old chairman and chief executive of The Macallan, a Scottish distillery firm famed for its malt whiskies. He is also Alan Scott, a highly successful Hollywood film writer (*Don't Look Now*, with Julie Christie and Donald Sutherland, was one of his) and his latest film, *D.A.R.Y.L.*, which has been rapturously received by the American critics ("A combination of *Frankenstein*, *ET* and a banana split", wrote one of them) opens today at five London cinemas.

There is, he says, no conflict in this double life, except that every morning he has to decide whether to put on a tie (City convention) or not (movie mode). "Doing two things is more fun", he says, "and it's actually easier because each helps keep the other in perspective."

Because he's always been known as Allan Scott in the film world (a pseudonym he adopted at university when he and his partner weren't meant to be writing television scripts, few people realize he is also a top business man. His business colleagues, though, are aware of his film work. "Some people imagine you can't be the serious chap they would like you to be because you have this other side", he says. "I'm always amazed when anyone thinks the film business is trivial, it's infinitely larger than the whisky business. I know one small, privately owned film company whose gross revenue exceeds that of the entire whisky industry."

The Macallan distillery has been in the Shiack family since 1842. Alan was brought up practically over the shop and just around the corner from Gordonstoun. His father died when Alan was young and he remembers Kurt Hahn, the headmaster, being summoned by his mother to deal with such minor juvenile

## Doing two things is easier. Each keeps the other in perspective

An enthusiast by nature, he is depressed by the British habit of negative criticism, particularly when it's aimed at creative work. "This is symbolized by the Sunday papers carrying pages and pages of reviews where you have to hunt around to find the name of the author or the filmmaker because the reviewer's name is six times the size."

It's very easy to sneer at things and I know people who won't take risks because they are frightened of criticism.

On the evening we met, Alan was wearing a flamboyant pink tie and a paler pink shirt with a white collar; a compromise, perhaps, between his two roles? "Oh, he always wears a flashy tie on interview days", said his managing director, who had just flown in from Liverpool with a mysterious package.

Alan tore at the wrappings like a child unwrapping a birthday treat. "Ooh, isn't this exciting?" The parcel contained four bottles which looked at enticing as cough medicine. The chairman sniffed appreciatively at each one and beamed. "It's a new product. No, of course I'm not going to tell you what it is. That would take all the fun out of launching it."

He spoke with passionate interest about his other hobbies. He loves doing up old buildings — he and his wife have just restored a 17th century manor house next to the distillery in which to entertain prospective customers. Then skiing and cooking. "I'd love to get to that stage when you can read a recipe and know whether it will be nice to eat or not", he said.

Suddenly, he slumped back on the sofa and regarded me gloomily. "I'm not at all sure this is a good idea, you know. Me being interviewed. The best image for The Macallan would probably be a craggy old bearded Scot treading the barley."

Shirley Lowe

## CONCISE CROSSWORD (No 911)

ACROSS

- 1 Omb (6)
- 5 Sea rebellion (6)
- 8 Dove call (3)
- 9 Mimosa-type shrub (6)
- 10 Deep ditch (6)
- 11 Dish lish (4)
- 12 French (8)
- 14 Frolic (6)
- 17 Past (6)
- 19 Suck out (8)
- 22 Retgn (4)
- 24 Drug dependant (6)
- 25 Stupidity (6)
- 26 Betray trust (3)
- 27 Jap dancing girl (6)
- 28 Jchovah (6)

DOWN

- 2 Parent's brother (5)
- 3 Give in (7)
- 4 Disgrace (7)
- 6 Mistress's hotel (5)
- 6 Of them (5)
- 7 R.C. Matins section (7)
- 13 Christmas climber (3)
- 15 Curtain (7)
- 16 Rowler's blade (3)
- 17 Consciousness (7)
- 18 Desolate (7)
- 20 Curs slightly (5)
- 21 Extreme (5)
- 23 Wealth (5)

SOLUTION TO NO 910

ACROSS: 8 Convalescence 9 Log 10 Celebrate 11 Scarf 13 Whereby 16 Equate 19 Pursue 22 Filtration 24 Via 28 Companion-walk

DOWN: 1 Scales 2 Entana 3 Watchful 4 Mellow 5 Scub 6 Invaluable 7 Heresy 12 Cup 14 Exponent 15 Bus 16 Efficacy 17 Aplomb 18 Trifid 20 Reveal 21 Elapse 23 Ajar

## THE NHS DEBATE

### Ken Livingstone and Enoch Powell show their spots

## DENIM RESHAPED, LEATHER REVAMPED

### Fashion takes a tough line

## LUCINDA GREEN'S HORSE COMPETITION

(very difficult — just try)

## RUSSIAN EASTER IN LONDON AND PARIS

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### Leslie Kenton on fantasy and the face

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## Alan Shiack: best of both worlds

When Peter Shiack died in 1980 Alan became chairman. "It became a full commitment. I didn't write for some time." His creative skills were invaluable, though, when the company started to market a brand. "The other day I was glancing at a draft text for an advertisement during a board meeting. It was too long and I reduced it by half. Somebody said: 'I can't believe you did that in four minutes', and I said: 'I didn't. It took me 20 years.' Editing and re-writing are what I do all the time on film scripts."

He says his writing is now a hobby, but with four films either in production or just about to be, and working with such directors as Nicholas Roeg, Alan Bridges and Ted Kotcheff, he is busier than most full-time writers.

"I travel a lot and while I'm flying, I'll spend half the flight mulling up the figures needed for the business meeting I'm attending and the other half on a piece of film work. I finish work every day to be home by six-thirty and rarely work during the weekend. In the summer we take a house in the south of France and I write, without interruption, every morning from eight until 10 and am then very much on holiday."

He is married to Cathy, a former actress who gave up her career when she had their three children: Dominic is now 18, Philippa, 17 and

Car

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FRIDAY PAGE

Next door to a nightmare

No matter how leafy your suburb or quiet your mews, the folk next door can make a big difference between living hell and home sweet home, writes Lee Rodwell

Agents have long since learnt to sell properties by singing the praises of the neighbourhood. Most of us, however, could also benefit from a little advance information about the neighbours.

No matter how desolate the residential problems with the people next door can make life intolerable. I doubt whether I would have bought my first flat had I known the woman in the flat below had an alcoholic boyfriend whom she regularly threw out in the early hours of the morning. He would then rage up and down the communal stairway, hammering on doors, shouting threats and curses until the police came.

Of course, people can live side-by-side for years, if not actually loving their neighbours then at least tolerating them, until a particular incident triggers off a dispute.

And neighbours come and go. The nice, quiet couple next door sell their flat to a pair of DIY lunatics, the elderly widow is replaced by a family with three teenagers with ghetto blasters.

Dr Guy Cumberbatch, of Aston University, who has recently taken part in a study, Disputes Between Neighbours, says: "I can confidently predict that most people, at some point in their lives, will have such serious problems with their neighbours that they will consider moving home." Two years ago, a salesman and his family from the West Midlands did just that — because they were fed up with the woman next door continually appearing topless.

Sometimes people stay and battle it out — literally — and these are the disputes that can end in court. Earlier this year, there was a case involving a boundary dispute between a retired wing-commander and his neighbour. There were allegations of an attack with a cricket bat photographed by the 1948 Australian Test team, and tales of a tug-of-war over a terrier.

Other cases include the mother who turned a hose on her neighbours because they banged on the wall during her daughter's piano practice, and the 63-year-old woman who broke her neighbour's new double-glazed window because she was sick of the noise of power drills and electric saws.

In the first case, the judge declined to intervene saying it was "six of one and half a dozen of the other". In the second, the woman was given a conditional discharge for causing criminal damage; sympathetic magis-



Martin Handford

trates cut the compensation costs because the DIY enthusiasts would do most of the work himself.

As Dr Cumberbatch says: "At first sight these incidents can seem trivial, almost laughable. But if someone has persistent problems with a neighbour, then relatively trivial incidents can be very distressing."

Eileen Purfield would agree. For years she and her husband John, a retired electricity board worker, were involved in a boundary dispute with their elderly neighbour, George Mepham, in Turkey Road, Bexhill-on-Sea. The dispute dated back to 1949, when Mr Mepham moved next door to the house, then owned by Mr Purfield's father.

Originally the houses were divided by one footpath. In order to solve the arguments, Mr Purfield called in a surveyor who marked out the boundary, but then the arguments concentrated on who was, or wasn't, a few inches over the line.

Mr Mepham put up a fence. Mr Purfield took it down. Mr Mepham put up a stronger fence, then a six-foot high wall. The Purfields decided to live with the wall, even though they felt it was on their side of the boundary. One of their sons painted a mural on it, and Mr Purfield put up a shelf for his pot plants.

Mr Mepham was outraged that they were "taking possession" of his wall, so he knocked it down. Mr Purfield built another wall on the same foundations. Mr Mepham — who was in his 70s — came out with his sledgehammer and knocked

that wall down too. At this point, Mr Purfield called the police; both parties were bound over to keep the peace.

All this happened six years ago and Mr Mepham has since died. Mrs Purfield, aged 55, says: "The neighbours who moved in next were marvellous. But they have the house up for sale and it is a bit worrying."

"It makes such a difference if you do get on. Before, when Mr Mepham was here, however much you told yourself to take no notice, the atmosphere was there all the time. He used to go up the garden and cut the heads off any of my roses that were barely hanging over his side."

"We did try to be friendly. One of my sons asked him round for a drink one Christmas but he told him, rudely, to go away. If someone is being deliberately awkward it's very hard to keep turning the other cheek."

Publicist Dora Dobson also had a problem with a neighbour when she lived in Chobham, Surrey. She says: "Neighbours can make or mar your life. I was there for nine years, and for five I felt under constant pressure."

Mrs Dobson and her neighbour lived in a pair of Victorian semi-detached cottages facing some open land. She says: "It was beautiful — very old and very open — but people used to keep parking on it. I got involved with a protection society to stop this. My neighbour felt that the society had caused a parking problem so he turned his whole front garden into a parking

space, and he used to park his dirty old van there.

"Then his son got an old Jag and used to park it aggressively outside my house, so that my entire view was of a van and this car."

"I put up a 6ft 6in fence between the garden and then the son started harassing me, banging on my window at night and shouting that he was going to get me."

Disputes about garden walls and parked cars are by no means confined to country areas, although life in the inner cities brings neighbour disputes of its own. When Liz and Lucci Pugliatti came back to their Gospel Oak flat in north London, after some months working in Italy, they found that the house next door was now occupied by a group of people, mostly unemployed.

Mrs Pugliatti, a teacher, says: "The trouble — was that they seemed to sleep most of the day and come to life at about 8pm. Then the noise — music and so on — would go on until about 3 or 4am. When we asked them if they could be quieter, we were told to get lost."

"It was impossible. We were unable to sleep for nights on end so eventually we put the flat on the market."

Another north London woman, who did not wish to be named as she is still trying to get on with her neighbours, talked of the difficulties she faces.

"I've lived in this area for years, only it was in a third floor flat on the corner of a main road where all you could hear were the juggernauts thundering past.

I used to think that if only we could get away from the lorries, all would be peace and tranquillity.

"It has not proved to be the case. There are as lot of Greek Cypriot families here and habits one finds enduring on a Mediterranean holiday when you don't have to get up early for work, are not quite so enduring when you do. On fine evenings, for instance, they like to sun themselves on the steps with their ghetto blasters tuned in to Radio Farnagusta. Although you get a brief respite between eight and nine when they disappear to eat, the noise can go on till midnight."

"And if someone arrives in a car, they won't park and get out and ring the doorbell like anyone else. They sit in their car (with the radio on, of course) and beep until the person they've come for comes down."

"I can remember one evening there was a particularly loud burst of music from the house opposite which woke my baby up so suddenly that she was terrified. I rushed across the road with this screaming baby in my arms and shouted 'look what you've done'. They thought I was quite mad, of course."

Noise is a common cause of disputes between neighbours, whether it is the sound of someone else's television or hi-fi or the persistent drone of a lawnmower in the suburbs.

But if the National Association of Citizens Advice Bureaux's information booklet on neighbour disputes is anything to go by, then neighbours can — and do — fall out over almost

anything. Common neighbour disputes, it seems, involved boundaries, fences, walls and so on, animals, repairs and maintenance of a neighbour's property, shared amenities — drains, drives and so on — bonfires, children, unauthorized use of property and parking spaces.

Mick Bradley, organizer of the Balham citizen's advice bureau, says disputes between neighbours — particularly over noise — seem to have become slightly more common.

He adds: "It doesn't take much for one person's enjoyment to become another person's nightmare." But he is also aware of the difficulties involved in resolving such sensitive situations. "It is rarely productive to start a shouting match or to threaten to take legal remedies. The police are often reluctant to get involved in what they see as domestic disputes and although taking civil action in the courts may stop someone doing something, it can be extremely expensive and certainly won't make your neighbour co-operative and friendly in the future."

Dr Cumberbatch agrees. He feels that neighbour disputes are a serious problem which have yet to be researched properly. He would like to see a large survey carried out to investigate the nature of these disputes and the ways in which complainants aggravate the situation by their own behaviour.

He says: "The Englishman still believes that his home is his castle and that he has certain rights. But when there is a difference of values between neighbours, it is a question of agreeing on terms of reference of living next door to each other."

"Probably most people make things worse by complaining. The neighbour is going to be put on the defensive and is likely to be aggressive back. He will take the complaint as a personal attack."

So what are the best ways of tackling a problem with a neighbour?

- Don't lose your temper;
• Invite him/her in for a drink to talk over the problem;
• Ask other neighbours if the problem affects them and see if you can make a joint approach;
• Check your facts before you fly off the handle — the local CAB office or environmental health department can give advice;
• Think long and hard before calling in the police or going to law.

The National Association of Citizens Advice Bureaux points out: "The greatest chance of resolving a neighbour dispute and ensuring a better relationship between client and neighbour in the future is if the two sides can talk to each other."

Even the legal profession seems to agree that the law should only be a last resort. Trevor Aldridge, a lawyer and author of 'Your Home and the Law', says: "We are very fond of the saying that an Englishman's home is his castle, but people don't always understand what the law allows. It only takes a few misunderstandings between neighbours for considerable ill-feeling to build up."

FIRST PERSON

Why I'll never have words to explain why I abandoned my baby son

Many years ago — well, perhaps not that many, but long enough in social attitudes to feel like an aeon — I had a baby which I gave up for adoption. At the time the reasons for my decision were many and various and very pressing. Lack of money, job, parental support, visible father, home — the decision to give the child up was almost inevitable. From the moment of decision, in the sixth month of pregnancy, it was the child, not my child, my baby. To make it as possible as all, one had to excise rigorously any possessive feelings one might be tempted to have.

When the child was born, however, it became my baby. It had to be. I was told I must look after it for 10 days before it went to its adoptive home. And in those 10 days it became my son.

I was told little of the adoptive parents beyond assurances that they were "lovely professional people who'll give the baby everything you can't, dear". Those were the social worker's exact words. So, at the age of 10 days, my son was handed over to total strangers.

To survive the experience, it was essential to use the same emotional control I had exercised during pregnancy; the only time control became impossible was on my son's birthday, and I wept. I wept each birthday for five years, before I learnt not to and kept the ache inside. But I wondered and watched.

I watched children of similar ages going off to playgroup, primary school, secondary school, and I wondered: how are you doing? I watched television programmes on juvenile delinquency and child prodigies and I wondered: is it you?

These days I am happily married with two legitimate children (my own mother still has to prevent herself from calling them real children, as if the first one was a trial run). I have a successful career and we live in comfortable middle-class prosperity. And we have all the things — and probably more — than my son's adoptive parents were able to give him.

I do resent it. I can't help it. I resent the fact that I didn't know life was going to turn out successfully. Perhaps if I'd kept the child it wouldn't have — another source of guilt. I resent the fact that young girls today, in the same position as I was, are called Single Parent Families and have massive back-up and support. I shouldn't resent it, but there we are.

Last year my son must have taken his O-levels. True, I didn't remember his birthday until the actual day, rather than the week before, but I still wonder how he did in his exams, whether he's planning to go on to university, if he's unemployed. Damn it, if he's still alive.

Still, very occasionally, the cast of a face in the street, the tone of a voice overheard in a shop, a name called among friends, and I'll wonder: is it you? And thanks to well-meaning legislators, I lie in abiding terror that one day I'll open the door to find a young man looking at my nice house, my swimming pool, my boisterous, well-fed kids and asking me: "Why? What did I do wrong that you gave me away?" I don't know if I'll have the words to answer.

I read of some adopted children who "can't help wondering if she, or rather they, held on to us over all these years". Without wishing to cause pain or discomfort, I have to answer: Yes, ever and always.

Dilys Jones

Can emotional stress cause breast cancer?

Over the last decade the possibility that stress may be a trigger in the development of some cancers has been investigated. Breast cancer has come under close scrutiny and there have been indications that women who find it difficult to deal with emotional turmoil may be vulnerable. Next month's issue of the British Journal of Cancer has thrown further light on the subject with an analysis of Danish women. The aim was to investigate any links between the loss of a husband and the risk of developing breast cancer. Divorce, or death of a

husband, are the most stressful experiences women have to suffer. The Danish study makes optimistic reading of about 3,500 women half had breast cancer, the others did not. There was no statistically significant difference between the divorce rates or the number of widows in the two groups; in fact there were slightly fewer widows and divorcees in the group with cancer. Perhaps the role stress plays should be re-examined.

Healing touch in the crypt For many Christians Easter is the most spiritual time of year. For a group of doctors, clergy, men and counsellors the place

MEDICAL BRIEFING

of the spirit in maintaining a healthy mind and body will soon have a physical and practical dimension. The crypt of St Marylebone parish church in central London is being converted into a centre for healing and counselling — believed to be the first formal arrangement to be made between the church and the medical profession.

By the beginning of next year patients will be able to visit the crypt and consult an NHS GP, a therapist who practises complementary (alternative) medicine or a religious counsellor. An appeal to raise funds to complete the

project was launched earlier this month with the support of the Archbishop of Canterbury, Sir Douglas Haig, President of the Royal College of Physicians, and Lord Hailsham of St Marylebone.

Conversion of the crypt to a series of consulting rooms (including a music therapy room) will cost well over £1m and the fund-raisers are more than half way to their target.

Patients consulting a GP can expect ordinary NHS treatment, although the doctor may recommend that they be treated by an acupuncturist or other complementary therapist. Christian healing will also take place on the premises. Links are already forged with the Jewish Welfare Board and the Raphael Centre which gives psychotherapy, and formal contact has been made with the mosque at Regent's Park.

NHS patients will not be charged for their care and patients using the other services will be told how much they cost and asked to contribute what they can. The crypt will also house a brain scanner to be used by private patients, the rent from which should defray some of the centre's costs.

Putting the spice back into life

Old people find it increasingly difficult to read small print and hear whispers, but loss of these two senses can be compensated for by spectacles and hearing aids. Taste, one of the other senses, also dims with time, but researchers at the University of Warwick suggest that this, too, can be helped. Researchers exposed 900

people between the ages of 20 and 80 to 10 everyday smells, including roasting meat, peppers, petrol, perfumes, and toothpaste. There was, on average, a 20 per cent loss in the ability to detect smells between the oldest and the youngest.

Dr Steve Van Toller, of the department of psychology, says that the apparent loss of appetite by many old people may be partly because food starts tasting bland and dull. In the United States it was found that elderly people enjoyed eating agata when flavour was added to their meals.

Browning meat before stewing it, for example, will seal the surface and preserve the flavour, while adding herbs can perk up an unappetizing dish. It does not take much to compensate for the loss, says Van Toller. Old people just need to learn to be more liberal with herbs and spices.

Instant benefit assessments

It could soon be easier for people to visit the local health centre than the social security office to find out what their social security entitlements are. Dr Brian Jarman, a GP and Professor of Primary Care at St Mary's Hospital Medical School, west London, has succeeded in doing what the DHSS has so far failed to do — devise a computer program which will calculate benefit entitlements on the spot.

His system is already in action at the Lisson Grove and Kentish Town health centres in London and has been well received by the public. After it has been updated to incorporate the latest round of benefit changes, it is to be made available to other GPs in the country this summer.

Dr Jarman's program is the result of six years' work, the DHSS having provided the manpower to help with its development over the last three years.

Speaking at a meeting organized recently by the National Information Forum, Dr Jarman said that half of those entitled to family income supplement did not receive it, and a third of those entitled to supplementary benefit did not claim. GPs were in an ideal position to spot those who might be entitled to and gain from financial help.

The twin link to prevent diabetes

Doctors at Kings College Hospital and the Middlesex Hospital, London, have made an important discovery in our understanding of diabetes. Studying sets of identical twins in which one of the pair developed diabetes while the other stayed healthy, the doctors found that it is possible to recover from the disease process that leads to diabetes.

The doctors, who reported their findings in last week's British Medical Journal, now want to find a way of limiting the damage therapeutically. They also intend to compare closely those twins who developed diabetes with those who did not, to see if there are any common environmental factors which might be a clue to the cause of diabetes.

Olivia Timbs and Lorraine Fraser

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LETTERS TO THE EDITOR

ON THIS DAY

March 28 1886

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LETTERS FROM THE RIVIERA

III - MONTE CARLO

There may be differences of opinion as to the Riviera as a place of residence, but there can hardly be a question that Monte Carlo is the most lovely look in all the Western Riviera.

It was to this southern Eden that the late M. Blanc made an exodus with his croupiers, his tables, and his money chests.

Clery at their own gatherings appear to assume that the Alternative Service Book is, in fact, a replacement for the Book of Common Prayer in the parishes it much worse and in the theological colleges it is almost as parous as it ever was.

'Parlous' status of Prayer Book

From Professor Basil Mitchell and others

Sir, We are writing as communicant members of the Church of England who have for some time been concerned about the deteriorating position of the Book of Common Prayer.

Since then many people, ourselves included, have felt it proper to refrain from further comment, not wishing to cast doubt on the seriousness of the reassurances given in 1981.

However, nearly half a decade later, it is our impression that the position of the Book of Common Prayer in the parishes is much worse and in the theological colleges it is almost as parous as it ever was.

Concern over attitudes to US

From the Chairman of B.A.T. Industries and others

Sir, As chairmen of three of Britain's largest companies, with major investment interests in the US as well as other parts of the world, may we express our grave concern about developments in this country which are beginning to look to our overseas colleagues and partners like a simple resurgence of anti-American prejudice which can do nothing but harm to this country's fundamental economic interests.

1. The Westland affair revealed the existence of a strong body of public opinion more concerned to voice its suspicion of the Americans than to find the best solution to a complex industrial problem.

3. The introduction in the recent Budget of a discriminatory tax on American depositary receipts is bound to be viewed in the US as a deliberate snub.

Children in care

From the Chairman of the Family Law Bar Association

Sir, The letters from Mr Louis Blom-Cooper, QC, and others and from Lady Fairhall (March 19) are a real world of worry. We would have a radically different court structure for dealing with child care cases, and a radically reformed, and codified, law.

As it is, we are a long way from achieving any kind of consensus as to the form of family courts, and any new system would require finance and resources which seem unlikely to be made available in priority to other equally compelling needs.

I suspect that when your correspondents wrote they were unaware of the substantial amendments which had been proposed by Mr Walters and which were accepted in committee on March 19.

Corfe Castle From the Director-General of the National Trust

Sir, The National Trust shares the concern of Mr Faulkner and other correspondents (March 20) for the conservation of Corfe Castle, village and surrounding landscape.

We believe the route of the proposed by-pass is the key issue. The County Council has itself collected a comprehensive body of data and opinions (including those of the Trust) on the several options available.

Budget reflection From Dr Anne Vollmer

Sir, Until yesterday I was a potential user of the Business Expansion Scheme. I am trying to raise finance to start a nursing home in the Midlands to care for the elderly confined. As I understand it the business will no longer be eligible under the BES as it will have more than 50 per cent of its assets in the property.

While these exclusions appear to be well received by many, it leaves the genuine small businessman in a difficult position. There is no advantage in having a high asset-backed venture when it comes to seeking a traditional loan.

In place of stress

From Mrs Cecily L. M. Tolson

Sir, The article by Pearce Wright and Craig Seton, "A guide to stress and how to get rid of it" (report, March 22), misses out the best solution of all - namely, the Christian faith.

At school in England

From Mrs Barbara Darowska

Sir, I am sure that the Polish community would wish to be included out" from Professor Balika Parekh's list of minorities allegedly disadvantaged in English schools (report, March 11). Our experience, the longest of all on his list, is quite different.

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Guessing game

From Mr J. H. Loveless

Sir, "Multiple choice" examination questions were used at the USA flying school I attended in 1942.

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To discourage guessing, twice the number of marks allocated to a question were deducted from the total for a wrong answer.

Yours faithfully, J. H. LOVELESS, 69 Wellesley Road, Croydon, Surrey, March 15.

Of shoes and ships...

From Wing Commander S. J. Pskett

Sir, Without wishing to condemn the very appropriate Lewis Carroll title of the bicentenary book on the Board of Trade (report, March 22), I am disappointed that it was not called "Buttonholes and Dolls' Eyes", which was the general description of the board's activities in my days in industry, the Board of Trade and the Foreign Office.

Yours faithfully, S. JOHN PSEKETT, 75 Mount Ephraim, Tunbridge Wells, Kent, March 22.

THE NEW INTOLERANCE

Britain was, until recently, a society almost notorious for its tolerance. Admittedly, this was generally explained as the result of the British people's lack of interest in religious and political questions rather than as a commitment to the principle of toleration.

Still, the practical effect was that the most eccentric and offensive views could be freely expressed without blows being exchanged. Not everyone approved. But if any threat to free speech was discerned twenty years ago, it was thought to come from a puritan Right of provincial aldermen and maiden aunts hostile to artistic freedom in sexual matters, rather than from any political tendency.

The controversy over the Bradford headmaster, Mr Ray Honeyford, was the first of these recent episodes. No sooner had this been settled, however, than it was followed by an attack upon the Conservative MP, Mr John Carlisle, at Oxford. Several other speakers have since been prevented from speaking at universities by the threat of riot.

Two new instances of the higher intolerance are now on view in the Bristol area. Professor John Vincent has had his entertaining history lectures at Bristol University disrupted by mobs protesting

against his column in the Sun newspaper. And Mr Jonathan Savery is threatened with suspension from his post at the Avon Multicultural Education Centre (MEC) in Bristol where some of his colleagues regard his article, "Multicultural Education as Witchcraft", as "racist".

The two cases differ significantly. Physical violence was used against Professor Vincent. A greater assault on academic freedom can scarcely be imagined than violently halting a professor's university lectures because of his association with an outside institution to which the protesters object. It is some consolation, however, that the Bristol University authorities apparently intend to take punitive measures against such students as took part in the disruption.

It is from the authorities in the Avon education area, however, that the threat to suspend Mr Savery comes. The Director of Education, Mr P. Coleman, argues that there is a prima facie case against him.

These differences should not obscure the central similarity. Both men are being punished for expressing an opinion. Professor Vincent's breezy populist Sun column is thought objectionable on grounds that it is "sexist".

Mr Savery is being harassed because he expressed the view that multicultural education should concentrate upon teaching useful language skills to minority children rather than upon uncovering the supposedly entrenched racism of British society as his critics think proper.

Mr Coleman, in a letter to the Times on the Savery case, advanced the following justification: "If an individual's expression of opinion is extreme and provocative enough

to be deeply and seriously offensive to others, particularly those with whom he or she is supposed to be working, then whose freedom is put at risk?"

The answer to that question is, quite simply, nobody's freedom is put at risk. They may be rightly offended. They may even be rightly punished. But nobody at an institution of higher education has any grounds for complaining that he has been offended by contrary opinion, nor any claim to be protected from the experience.

What is further alarming in these two cases is the extreme scope of the complaint that offence has been given. The charge of "sexism" against Professor Vincent boils down to the fact that his articles appear in a newspaper near to some photographs judged sexually offensive. And Mr Savery, in effect, is condemned for not demonstrating sufficient zeal in his anti-racism. If such are the standards by which speech is banned and punishment determined, who shall escape whipping?

Yet for some keepers of the liberal conscience, a charge of racism is equivalent to proof of it. "Sexism", too, is beginning to acquire the same capacity to damn.

That perhaps explains the ominous calm with which these recent cases of censorship have been greeted both outside the universities and sometimes within them. It is disturbing, for instance, that the Association of University Teachers has been so slow to comment publicly on the Vincent case.

Toleration is a fine tradition. But it should hardly be extended to the point where it fails to notice intolerance altogether.

MRS AQUINO'S HARD CHOICES

When Corazon Aquino became President of the Philippines one month ago, she faced a clear but potentially divisive choice. She had to decide whether to work with the constitutional arrangements of the Marcos era - the National Assembly dominated by his KBL party and the Marcos constitution of 1973 - or riding high on her wave of popular support to make a clean break with the past.

Either course had its risks. If she decided to sever all ties with the past, she risked creating an impression of instability. She also risked criticism from those who saw a contradiction between the number of people in her own Cabinet who had faithfully served the former regime and her abandonment of the pro-Marcos National Assembly. If, on the other hand, she decided to maintain the mechanisms of power associated with ex-President Marcos, she risked

accusations that her accession to power had changed nothing. She also risked losing at least the possibility of eventually neutralizing the armed opponents of the Marcos regime, in particular the Communists.

In these circumstances, the decision to dissolve the National Assembly and formally suspend the Constitution, while maintaining the civil rights it theoretically guaranteed, was a shrewd move. By avoiding the term "revolutionary" to describe her government (preferring to call it "provisional"), she also avoided alienating middle class Filipinos and the country's foreign creditors.

If nothing else, the decision to declare a provisional government and promise new National Assembly elections within a year buys the Aquino government time. What it cannot do is postpone awkward decisions indefinitely.

The first of these will have to

be made in the next few weeks with the selection of the commission to draft the new constitution. The balance between political groupings will have to be carefully drawn.

The other risk inherent in the declaration of the provisional government is the power President Aquino has now arrogated to herself. For the time being, Mrs Aquino's pledges to use her power judiciously and in consultation with her Cabinet can be taken at face value. And if the timetable for drafting and approving the new constitution is adhered to, the decision will have been well used and the Philippines should have a new constitutional and popularly elected government within a year. But if momentum is lost, the country will have a President with no less power than Ferdinand Marcos had in the last years of his rule.

ONLY ONE OF LONDON'S PROBLEMS

In the United States the "new federalism" has transferred powers and responsibilities out of the central government to where they can be better managed and supervised, by states and local authorities. It is among President Reagan's unnoticed achievements. In France a government of different ideological stripe has pushed against centuries of political centralisation to give French administration a genuine regional element. This has been applauded on right and on left.

And in Britain? This week-end the Greater London Council and the Metropolitan Councils are abolished in a welter of partisanship and indignity. Power slides further to Whitehall and Westminster.

Half a cheer can be raised that, at last, an unedifying episode is over. Half a cheer, too, that the extravagant business of demobilisation - with its last-minute rush of council grants, gifts and spoils - has come to an end. But this is not the end of the conurbations.

Decisions about the capital's roads and vehicles must still be made - and controversy about them will not be just because they will henceforth be made in the bowels of the Department of Transport.

Likewise London's river. That its future lies with a private company (The Thames Water Authority) will not diminish public interest in its cleanliness, height or traffic. Ditto the disposal of the conurbations' refuse; their protection against fire; their encircling green belts.

The line of authority has changed but the scope for controversy and the pertinence of questions about public expenditure: these go on. Mechanisms for achieving public consensus will be needed, which is why, already, there are voices predicting that some kind of conurbation-wide representative body will before long have to be re-created.

Of course there was always a case for abolition - and one that could have been made with much more aplomb by ministers. The governance of the city areas of England by big but weak county councils has been open to question since Mr Peter Walker's reforms of the early 1970s.

It has never been clear (and it is still unclear) why there had to be a uniform system for such manifestly different urban entities as the West Midlands (a continuous built-up area) and South Yorkshire, (four separate, free-standing towns). It has never been clear (nor has the abolition exercise clarified) why Birmingham or Leeds should not run their own buses and fire service and police forces.

The last great report on the government of London was Sir Edwin Herbert's. His dictum about the City of London - that logic could only go so far - applied also to the arrangements set up in 1963. As then predicted, the GLC was squeezed between the central government's perennial interest in the way the capital was run and the assertiveness

of the boroughs. The GLC's bid to plan failed when, first, its great 1960's road scheme and, then, its map of future development were defeated by political partisanship and economic change. The GLC never managed to find the bridge that could link the disparate interests of London's affluent suburbs and its poorer core and East End.

But the principled case for re-organising London's government, say, by depriving the GLC of its executive functions while enhancing its deliberative and oversight capacities, was made by no-one. The public has been left with an impression of misused central authority.

Administrative logic has little place in the new arrangements. The Inner London Education Authority is left, an odd vestige of a London Council Council that died 25 years ago. Rate equalisation, the primary means of redistributing money from the business class and from the more affluent areas, is left intact.

Since 1981, the government has expended large amounts of its energy and parliamentary resource on abolition. That is now accomplished. But the purpose of the exercise - considered among the priorities set for Britain by Mrs Thatcher - is open to doubt.

That doubt will grow as, inevitably, the governance of the capital and the metropolitan area continues to demand the attention of politicians and public.



THE ARTS

Television Superior market forces

The fraught stratosphere where international politics jostles high technology gave TV Eye (Thames) the setting for Uncle Sam's Law, a brief examination of the way that American computer giants manipulate Cold War paranoia in order to thwart our "sunrise" industry's commercial ambitions in Eastern Europe.

Since most technological innovation originates from across the Atlantic, it would be all the more remarkable if America did not do everything in its power to maintain economic hegemony. This report's main thrust was to point up the absurdity of American courts imposing fines on British companies who have not transgressed British law.

Governmental folly on an epic, Swiftian scale was the theme of the 40 minutes documentary Naxos (BBC2), which told the deliciously ridiculous story of the great peasant scandal of the late 1940s, when the Minister of Food, John Strachey (Eton, Oxford, Karl Marx), spent £30 million on a madcap scheme to cultivate a large, arid chunk of Tanganyika, pitifully described as "miles upon miles of damn all".

Contemporary footage of Irish navvies bulldozing trees on two bottles of South African brandy per day per man was complemented by modern interviews with survivors of the Nat Army, whose anecdotes have been well polished over four decades in clubhouses and at bridge parties. One was left with the impression that the whole farrago may after all have been worthwhile in giving thousands of city a well-earned sunset and the rest of the nation a jolly good laugh.

Martin Cropper

Less than 30 years after his death Sacha Guitry has new productions of three of his comedies playing in three different Paris theatres: Le Veilleur de nuit (Théâtre 13), Faisons Un Rêve (Saint-Georges) and La Prise de Berg-op-Zoom (Michodière). Not by the design of the producers, all three pieces date from the same period - 1911 to 1914 - when Guitry was at his late twenties, and all revolve around variations on the theme of the infatuated, seen individually, there are two successes and a miss.

The most remarkable of the three is Le Veilleur de nuit, which inexplicably has never been revived since its Paris première 75 years ago. Skillfully directed by Jacques Nerson, its urbane vivacity, biting wit and emotional manipulations have lost none of their validity.

A young artist is commissioned to paint a mural in the home of a young woman, whose comfortable livelihood is derived via the somewhat mechanical attentions of an older, richer man. As much as his verbal dexterity as the artist seduces his patroness. On discovering this "love" affair, the older man's emotional indifference flares into jealousy. He reasons, however, that at his age it is wiser to accommodate one young man you know rather than be tormented by visions of those you do not.

The role of the artist was tailored by Guitry for himself. Fabrice Luchini nimbly steps into the master's shoes and, although he allows Guitry's ghost to hover in the wings, he never lets it venture on stage. Luchini sharpens up the wit and adds a rawness which one

Manic touch of regional promise

No Surrender (15) Odeon Haymarket

The Girl in the Picture (15) Cannon Haymarket

D.A.R.Y.L. (PG) Cannon Pantons Street

The best British comedy has always been regional (cf. Gracie Fields, George Formby, Norman Evans, Old Mother Riley), and a new decentralization is a promising sign. Following Letter to Breznev, Liverpool now provides cast and setting for No Surrender. Directed by Peter Smith, who has worked only for television since his notable debut with A Private Enterprise 12 years ago, this is also the first feature film scripted by Alan Bleasdale, who wrote the 1983 television series Boys from the Black Stuff.

No Surrender is strictly horror comic - the nightmare of the new manager of a sleazy Liverpool club, who finds not only that the proprietor is a mobster and the acts are disasters but that the outgoing management has double-booked the club to the senior citizen members both of the local Orange Club and of the Irish Catholic community.

The leader of the Orange boys is Billy the Beast, who has in tow an aged fugitive Ulster gunman. The self-appointed boss of the Catholics is a blind old boxer, fighting mad and determined to use the occasion to settle a lifetime of old scores with Billy. As the night wears on and the drink swills all the other crippled and ancient and their formidable womenfolk start spoiling for the long-forgotten thrill of a punch-up, the escalating tensions are not diminished by the unexpected irruption of a party of lunatic geriatrics, stranded in their ambulant, and a couple of police raids.

These crazy old people suit the world they inhabit. The Charleston Club may be hell, but outside is worse: inner-city devastation, with identical high-rises (a police raid unfortunately but understandably strikes Atlee Heights in mistake for Gaitskill Heights) and bleak wastelands where muggers roam and marauding infants disintegrate parked cars unless they are paid protection money.

With a murder, a death from heart failure, bloody torture in the back room, fights with fists and bottles, and all the venom of sectarian hatred, the comedy tends to a darker shade of black; but Peter Smith creditably manages the abrupt shifts of mood from farcical to deadly. Sometimes though Bleasdale's stylized, one-liner repartee seems at odds with the



Comedy in the characterization: James Ellis's demented blind pugilist Billy the Beast, with Michael Ripper as Bonaparte, his aged delinquent henchman, in No Surrender

absurd horror of the ritual hostilities ("They never left the playground"), says one of the women, who tend to be more mature and less romantic than their men about sex and sects).

The best part of the comedy is the characterization. Michael Angelis as the manager, and Bernard Hill as the bouncer whose tough exterior conceals an infantile intellect, bring off the difficult feat of a poked-faced double act. Ray McAnally's cool Billy offsets James Ellis's manic blind pugilist. Avis Bunnage, J.G. Devlin, Marjorie Sudell, Joan Turner and Michael Ripper head the bizarre cast of aged delinquents, and Joanne Whalley, here playing a waifish trollop who cooks for the club and has aspirations as a pop singer, reveals a larger talent with every performance.

The Girl in the Picture, directed and written by Cary Parker, is a comedy of the Glasgow school, deeply (and not unprofitably) influenced by Bill Forsyth, whose star Gregory's Girl, John Gordon-Sinclair, is the lead. He plays an amiable photographer, earning his living with weddings and babies, but sporadically working on the portfolio which he hopes will one day get his pictures into the glossies. He is meanwhile tormented by the problem of whether he should replace the girl who has just walked out on him or try to win her back. The final solution is

Cinema

generally very small voices, at least in comparison with Rocky and Rambo. D.A.R.Y.L. is a quaint little Hollywood fable in which the unqualified villains are the Pentagon, with its sinister secret research establishments, and a subservient police force. Having expended billions developing a Data Analyzing Robot Youth Liform (D.A.R.Y.L.), the appalled military scientists discover that what they have created is - a boy. This dangerous thing escapes, lands among real people, and rapidly learns human emotions and social behaviour. The rest of the story is a battle between the establishment, which uses all its force trying to destroy the creature which has passed beyond their control, and the good, plain people who claim the new human as one of their own.

Directed by Simon Wincer from a script by David Ambrose, Allan Scott and Jeffrey Ellis, D.A.R.Y.L. tends to sacrifice the sharper points it might have made in favour of small-town domestic drama. Mary Beth Hurt and Michael McKean, however, bring genuine charm to the roles of D.A.R.Y.L.'s adoptive parents, and Barret Oliver is drily touching as the robot child, whose transition to humanity does not impair his special kinship with machines.

David Robinson

Royal Philharmonic Society concert Marvellous representation of saintly wonders

BBCSO/Ozawa Festival Hall/Radio 3

Whatever else may be said of Messiaen's opera Saint Francois d'Assise, the scale of its daring takes the breath away, not only because it requires colossal forces and lasts as long as Götterdämmerung but perhaps more particularly because it takes on, if only implicitly, a problem central to Messiaen's art: that of the relation between religious revelation and everyday experience.

Most of his previous works had been granted the holy gift of indifference to the world. They are musical stained-glass windows, using all the resources of music to paint pictures of the most marvellous stories and promises of the New Testament - the splendour of resurrected existence, the brilliant glory of the Transfigured Christ, the preciousness of the Incarnation. They do not ask questions. In turning to the story of St Francois, however, Messiaen faces himself with a man who did ask questions. Born in an age when new ideas of individual responsibility were surfacing and requiring people to do something about God, Francois took the simple but severe and absolute step of just following his example.

It is true that Messiaen treats the subject as a miracle story and shows no interest in Francois as a person. The three scenes given in Wednesday's Royal Philharmonic Society concert write the wonders of the saint's reported life across the marvels of the composer's musical inventory, so that, for instance, a huge chorus jabs out Christ's words "I am the Alpha and the Omega" to a bird-scribble last heard in Oiseaux exotiques, or a healed leper dances to a movement from the Turangalila-symphonie, or characters sing in the modal chant of the early songs.

Nevertheless, there is the temptation to understand Saint Francois as the story of a real man, and to wonder what the thing means; for only in comparatively rare passages, notably in the hugely scored C major crescendo of the close, does Messiaen dazzle the senses and silence doubt. The more normal method of the opera is to proceed slowly, illustrating each phrase with

swoops of colour-harmony and fantastic bird-calls, immense chords and some new effects, such as the weird low rattling tones of the ondes martenot.

If the opera is to work as hagiography, then it would need to be seen, and preferably in a manner that took it as far as possible from naturalism. Anything less is bound to raise a question of how one may accept so vast and undoubting an affirmation of spiritual truth, though at least there was no worry about the musical truth of a positive, large and brilliant performance conducted by Seiji Ozawa without a score.

Dietrich Fischer-Dieskau was a giant of solemn authority as a St Francois and Maria Fausta Gallamini sang out clearly and purely as the angel; Kenneth Riegel repeated his anguished leper from the Paris première of two years ago.

Paul Griffiths

London theatre One bright star

Judy Strand

The essence of the real-life Judy Garland was contained in the yearning vibrato of her voice, and the awkward, throaty desperation of her manner. Although she was technically at her best as a teenage thoroughbred, crooning sweetly at Mickey Rooney, the ruinous temperamental chaos of her life lent her later work an extraordinary broken intensity. In A Star is Born, opposite James Mason, she rhapsodizes at the edge of exhaustion, and there is a suicidal burn in her hectic showbiz panache.

Terry Wale's new musical, Judy, goes glibly through the backstage horror-story of her career, joining the songs together with routine Hollywood pastiche, but again and again, the show is kicked into life by the belting confidence of its star. Lesley Mackie's Judy is a raw, gutsy heart-breaker, with a big, lived-in voice. She puts muscle and flamboyance into "Born in a Truck" and "The Man Who Got Away", and when she is singing, you are sure to ignore the production's just-lesser melodrama and you accept the evening as a piece of

splendid nostalgic cabaret. Finally, Ms Mackie's talent is closer to the theatre-filling bravura of Garland's daughter, Liza Minnelli, than Judy's trembling sincerity.

During the first half of the show there is too much bad B-movie exposition, with the supporting cast giving colourless performances in underwritten and hackneyed material, and the procession of songs starts to seem predictable and merely slick. But by the interval the band, previously hidden away in the orchestra pit, has appeared on stage, and in the lighter and more compressed second half the music exerts an uncanny emotive grip while Ms Mackie's performance deepens into a broad, full-blooded pastiche.

As the drugged-out dying star she has a range and accuracy which outstrips the hollow dialogue and justifies John David's solid but unimaginative production. Judy is not much of a musical. It is an anthology of songs with some biographical bits and pieces to sew them together. Lesley Mackie, breathes the greatest splendour of her subject, and she carries the evening.

Andrew Rissik

Operetta The Merry Widow Coliseum

The Widow is not Merry. On the face of it, it seemed a good idea to get Ian Judge to restage Colin Graham's original production. It was he, after all, who applied the Broadway touch to Faust; and by the same token it was, in theory, a cunning ploy to commission a zippy new translation from New York City Opera's Sheldon Harnick. Lehar did, after all, give Broadway its cue in his day.

Sure enough, the cumbersome old art nouveau designs, black on scarlet and heliotrope, are given a lift by the more straight chorus-lines and the opening freezes which burst into knees-up choreography in best RSC tradition. Stunning visual use is made, too, of the long staircase, reinforcing the bold linear movement. Lehar, though, cannot live by the eye alone. What is more, this sort of visual panache puts considerable pressure on the principals to substantiate things musically; and it is here that this revival falls down.

English National Opera

were simply unlucky to have Valerie Masterson indisposed on their first night. Penelope Mackay, temporarily standing in, can barely be heard from where Judge places her at the top of the staircase for her two crucial entries. And, with so much to concentrate on physically, this Glavari was understandably ill at ease, mincing her way, rather than dancing through the vocal line.

Things are made no easier by Herbert Prikopa's direction from the pit. Even when Alan Opie, an unusually bearded and boorish Danilo, makes an effort, as he does commendably often, to sweep the score alone, Prikopa is content merely to follow. His reluctance ever to give a lead, or to lighten the step, sounds complacent at best, and at worst reminiscent of whipped cream which has sunk far too deep in the hot chocolate.

Valenciencia, who can so often upstage the Widow, certainly not only steals, but creates, the limelight. Lesley Garret's is a radiant performance, hugging Lehar's music to herself as no one else seems willing to. Her husband, Zeta, responds in kind: Eric Shilling proves himself in every way a worthy suitor than Adrian Martin's over-tense Camille.

Hilary Finch

Rock Hüsker Dü Electric Ballroom

Hüsker Dü, a guitar trio from Minneapolis, caused something of a stir in the British music Press last year, and after seven years of independent label recordings, secured a major contract with Warner and now have a modest hit with their album Candy Apple Grey.

While no act could match the ludicrous hyperbole so lightly employed by many music-paper writers, this seemed a rather tame performance even when judged by the group's previous London appearances. For, while Hüsker Dü have come up with an unusual formula by marrying the mellow tunes of the Midwest to the sounds of hardcore thrash metal, the successful execution of this odd hybrid depends on extremes of energy that were not evident on this occasion.

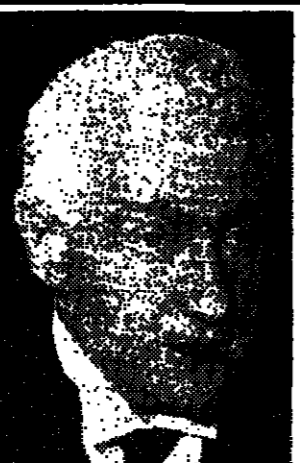
Wearing drab black T-shirts, they wandered on stage and stood around listlessly,

before whipping through the first three songs in little more than six minutes. A four-second pause before the next batch confirmed their observation of the Ramones's blueprint for high-energy stagecraft.

Bob Mould lolloped about, strumming intrinsically pretty chord-sequences at a grossly overloaded volume, while the moustachioed Greg Norton bashed out inaudible bass parts and hopped up and down every so often. Little could be heard of Grant Hart's drumming apart from the snare beat keeping erratic time through the din. Hart also vocal parts, assisted by Mould, and again the bawling delivery and croaked harmonies added a deliberate counterweight to the otherwise attractive melodies.

For all the noise and pace, they lacked the genuine intensity which they can achieve. Having found success with a live act that pushes them so close to the limits of physical endurance, they are already struggling to maintain their performance at that level.

David Sinclair



Paris, practically by coincidence, is staging a mini-festival of the work of Sacha Guitry (above). Diane Hill reports

Urbane vivacity

can imagine was missing in the original. Yasmine Reza as the young woman and Marc Dudicourt as the older man form the remaining, beautifully crafted, corners of the triangle.

By contrast La Prise de Berg-op-Zoom wallows in the shallows. Premiered in 1912, a year after Le Veilleur, it was written in response to an intellectual challenge. Guitry was persuaded that he had the makings of a vaudeville writer - the result is an excess of bourgeois "carrying-on", from a husband (Daniel Prévost) who fears the discovery that he has seduced a minor, to a commissioner of police (Robert Lamoureux) who uses his status to the ends of stealing away the wife (Yolande Folliot). The commissioner of police is again a Guitry tailor-made, styled when he was 27. Lamoureux, through no fault of his own, is not a shoddy plot, twittering dialogue and token showing of expensive underwear are dressed with the meticulousness of a costume museum-piece. Guitry cannot, however, be entirely held to blame. The original text has been hacked at, rather than adapted, by the director Jean Meyer.

Barbican Hall CAP BARBICAN SERIES Mussorgsky... RACHMANINOV... BEETHOVEN... LONDON SYMPHONY ORCHESTRA SIR NEVILLE MARTINER conductor.

Barbican Hall SULLIVAN'S 'JOE' CELLO CONCERTO First performance of the work reconstructed by Sir Charles Mackerras and David Mackie... LONDON SYMPHONY ORCHESTRA

JAMAICA The temperature in Cornwall today is 82° F. Montego Bay is in Cornwall, Jamaica. And right now it's warmer than Cornwall, England. For the Jamaica Information Pack, write to: Jamaica Tourist Board, 50 St James's St, London SW1A 1JT. (01-499 1707).

'A VERY FUNNY PLAY' GLENGARRY GLEN ROSS Mermaid Theatre 01-236 5568

Bob Larbey's new play "makes the West End a warmer and more wonderful place" GEORGE COLE A month of SUNDAYS JUSTIN GREENE DUCHESSE THEATRE

The Royal Opera ARABELLA Richard Strauss Cast includes: Lucia Popp, Bernd Weikl, Marie McLaughlin, David Rendall, Helga Dernesch, Walter Berry. Conductor Bernard Haitink. March 31 April 4, 8, 10, 7.00pm. Reservations 01-240 1066/1911

# Plane crash on school kills 21

Bangui (AFP) — At least 21 Africans — many of them children — died and about 30 were injured when a French warplane crashed on takeoff yesterday in this Central African Republic, falling on a poor neighbourhood near the end of the runway, it was reported here.

One of the buildings hit by the plane was said to have been a Muslim religious school. Rescue workers and doctors were working feverishly to pull survivors from the wreckage, and several of the injured were said to be in serious condition.

The French Defence Ministry in Paris said the plane's pilot, 32-year-old Michel Escabey, had survived the crash with injuries after using his ejector seat.

It said the plane, a Jaguar fighter, had crashed due to a technical failure, adding that an inquiry into the accident had been opened.

The plane, part of the regular French contingent based here under a defence pact, came down early in the morning on a densely-populated neighbourhood known as Kilometre Five, on the outskirts of the capital Bangui.

Inhabitants of the capital left their homes and their workplaces to rush to the scene of the crash.

Many were said to be angry, and national radio suspended its normal programmes, broadcasting only religious music and appeals for calm.

## Police case

Supt Tom Baldwin, aged 43, head of the West Midlands home defence department, has been summoned to appear in court next month accused of refusing to take a breath test and driving with a defective tyre.

## Run for Africa

More than 30 cities, including Birmingham, Manila and Seoul, have said they will join Sports Aid's Race Against Time charity run on May 25 to help the starving in Africa, organizers said yesterday.

# Hammer to fall on legacy of a lifetime

By Geraldine Norman  
Sale Room Correspondent  
Well smoked by logs burning in an open hearth and rising clouds of nicotine, one of the world's best private collections of English ceramics has been transported from Worcestershire to Sotheby's in London for sale in July.

Mr Thomas Burn, who formed the collection, died aged 77 in January 1985. The slipware dishes, ows and posset pots that crowded his fireplace mantelpiece, some of the rarest dated examples of English pottery in existence, are valued at about £130,000 alone.

Sotheby's are to devote four sales to the ceramics and other art treasures from the house, Ross Leach Court, near Evesham. They are expecting to reach £5 million, but the final price will probably be more.

Almost every surface in Mr Burn's rambling Jacobean house was taken up with rare ceramics, including English delft, saltglaze stoneware, Chelsea, Worcester and the early porcelain factories.

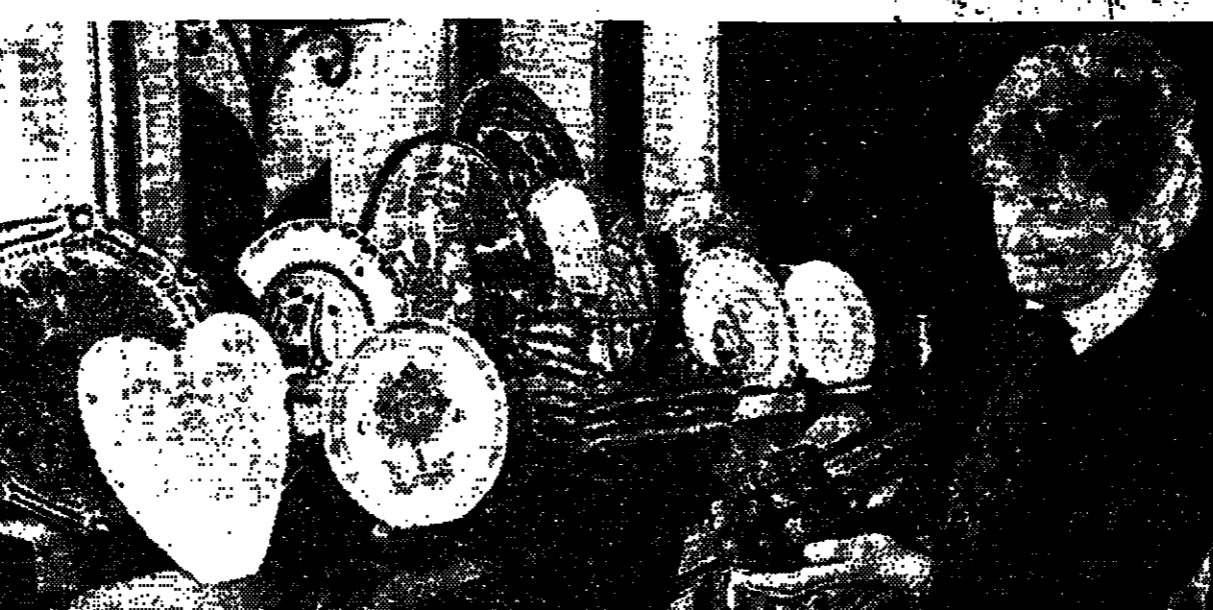
He also collected seventeenth-century English oak furniture, and a few fine eighteenth-century pieces, to set off the ceramics. As well as a refectory table and various display cabinets there were 22 early oak stools in the dining room where Mr Burn liked to sit.

Some supported wood carvings and other notable works of art, such as two carved oak wings from a Rhineland Crucifixion group of about 1500, and a 3ft mounted warrior with a spear, held to be Joan of Arc herself.

He loved to show off his collections to the knowledgeable, although disdaining mere tourists. Mr Arthur Neave and Mr Edward Heath were among those he entertained with relish, permitting the former prime minister to give an impromptu recital on his rare early English harpsichord, made about 1710 by Joseph Tisseran.

His devotion to Mr James Newman, his head gardener, companion and latter day nurse, was enhanced by the likeness he perceived between the gaired old man and a slipware portrait of Charles II in a dish on the mantelpiece.

Six years ago he gave Mr Newman and his wife the house and nursery garden. In his will he bequeathed the rest



Art connoisseur and collector Mr Thomas Burn (right), with one of his prized poodles. Mr James Newman (below right), former gardener, companion and latter day nurse, who was left half of the Worcestershire estate, outside the imposing Jacobean house. Mrs Monica Houghton (top), former nursery garden manageress, who was left the other half of the estate with part of the collection of slipware and delftware. The Lambeth delftware figure of Apollo (below), dated 1679.

of his estate in equal halves to Mr Newman, aged 66, and Mrs Monica Houghton, aged 60, former manageress of his nursery garden.

Mr Burn had three sisters who threatened to contest the will. The Attorney General also considered challenging it on behalf of the local council after Mr Burn made a will in the 1960s bequeathing the house and contents to Evesham Borough Council to run as a museum.

Evesham disappeared into Wychnam District Council in the local government reform of the 1970s and Mr Burn changed his will. The Attorney General determined in December that there were no grounds for challenging the latest will and the sisters dropped their case in February. They had not been on speaking terms with their brother.

Ross Leach Court, with its nine-acre garden and 30-acre park, was a 21st birthday present to Mr Burn from his father, Mr Frederick Burn, who ran a successful retail tailoring chain. He was also given a Rolls-Royce and a gold cigarette case.

The gift of a Jacobean house at so tender an age reflected young Tom's passion for collecting; he already needed a home for his art treasures.

He never married, and lived there with his father and mother until their respective deaths in 1946 and 1971. He also ran the tailoring business for many years, not surprisingly filling his shops with seventeenth-century oak furniture and rare ceramic vessels.

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# Letter from Prague Keeping up with that old clock

In Prague's Maitlova Street, charming, scared and flaking, the old Jewish town hall boasts a clock with hands that go backwards.

"Why don't we synchronize our watches?" asks a Czech acquaintance. "Then at least we'll know where we're going."

In 1968 the political clocks were stopped in Prague and since then, since the Warsaw Pact invasion, it has been difficult to work out the time of day. In the Communist Party congress, the word "reform" was not heard.

There was some talk of new economic stimuli, of innovation, of change, improvement and streamlining, but "reform" remains a six-letter word, unfit for television, children and the party. Block language and you block thought.

From Moscow, the catchword of the Gorbachov era is glasnost — transparency, candour. But Prague this week remained unfashionably opaque, a society living in sealed compartments.

## Improvement in dissidents' lot

By way of a welcoming gesture, rather as flower garlands are draped on visitors to Hawaii, a frail, inoffensive woman hands over a typewritten sheet.

The authorities (signature indecipherable) hoped that journalists would devote their full attention to the party congress. "We would be very sorry," says the paper, "if there were some misunderstanding concerning contact with people who take part in activities against the interests of our state." In other words: "Don't talk to dissidents."

Oddly enough, the dissidents themselves are happy to admit that their lot has improved. The everyday repression has ebbed, some have their telephones back, the son of the ex-Foreign Minister and Charter 77 signatory, Jiri Hayek, may soon be allowed to study abroad.

## No danger of high blood-pressure

But with the key issues out of bounds — How do we stand off the market economy? What can we risk? How do we start the clock again? — there was never much chance of the congress raising blood pressure.

So Prague opted for safety, in and out of the congress hall. In the congress, by ensuring that self-criticism came mainly from the top leadership and not from the rank and file; and outside the congress hall with thousands of policemen, constables with impressive red epaulettes, on every street corner.

The prostitutes were cleared out of the main luxury hotels, which were converted into pleasant barracks for the delegates. A journalist, or ordinary Czech, straying into one of the delegates' hotels immediately provoked confusion.

The concierge rang a special bell and two burly plainclothes men frogmarched the intruders out of the building. Czechs trying to enter the hotel reserved for journalists met a similar fate.

This was to be Prague's great forward-looking congress, the Czechoslovak answer to the new Gorbachov era. But anyone who really wants to know the time should go to Maitlova Street. The clock is still going backwards.

Roger Boyes

## THE TIMES INFORMATION SERVICE

## Today's events

New exhibitions: Puffin Books; internationally known publishers, the Bookshop, South Bank SE1; Sun to Sat 10 to 10 (ends April 5). Suffolk in Perspective: paintings and prints by 30 artists, Fir Tree House Gallery, Church St, Lavenham, Suffolk; Tues to Sun, 11 to 6 (ends April 20). Pottery, paintings, prints, Tibetan rugs, animals and figures by various artists, Campden Pottery and Art Gallery, Leceabourne, Chipping Campden, Glos; Mon to Sat, 9 to 6 and Easter Sunday (ends May 31).

## Food prices

Good Friday is a traditional time for fish but the stormy weather has affected supplies this week, and as a result prices have risen drastically. The average price of codling fillet is up 13p to £1.66 a lb, large cod fillets up 8p to £1.79; haddock up 9p to £1.84; whiting up 7p to £1.35; plaice up 7p to £1.89; and fresh mackerel up 6p to 68p. These are average prices based on a countrywide survey, but shoppers in some areas could pay a pound more for some varieties. Dover soles, down 13p to £3.24 a lb, smoked mackerel at £1.01, and kippers at 97p are just a penny a lb more than last week.

## Roads

London and South - east: M25 Lane closures on clockwise carriageway at Hutton Ridge roundabout in West. M11 Northbound carriageway lane closure at Junction 5, Leighton; delays towards Eps. M20 Contrail in Maidstone, from Junction 7 (A248) to Junction 8 (A20), on clockwise carriageway. Midlands: M1 Lane closures between junctions 15 and 16, N of Retford service area, North. M1 Lane closures at Junctions 4 (L1016) and 5 (Rushwood, Birmingham, Motorway) at Birmingham Park, Leicestershire; possible congestion on A43. Wales and West: M5 Southbound delays between junctions 15 and 16, Bristol. A382 Contrail in Melton, between Exeter and Torquay. Motorway exhibition at Bristol Exhibition Centre, completion. North: A1062 Northbound carriageway closed at Junction with A68, contrail. On roads at Carlisle by-pass contrail. Congestion over weekend due to races.

## Top video rentals

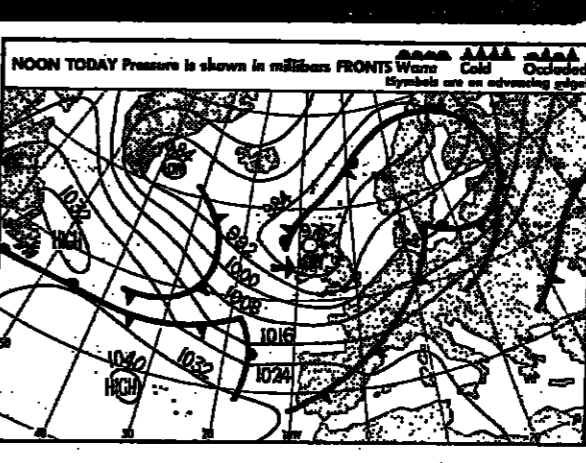
(1) Return of the Jedi (2) Police Academy 2 (3) Brewster's Millions (4) Rambo: First Blood 2 (5) Mask (6) Gremlins (7) Ghostbusters (8) Beverly Hills Cop (9) Oh God! You Devil (10)25) Gungui

## Portfolio

For readers who may have missed a copy of The Times this week, we repeat below the week's Portfolio price changes (today's are on page 20).

## Weather forecast

A deep depression will move E towards Scotland, with a trough of low pressure swinging into western areas.



### High Tides

Location	AM	PM	PM	PM
Abbeville	3.04	7.53	3.31	7.53
Aburgh	2.28	6.43	2.42	6.43
Aburgh	2.28	6.43	2.42	6.43
Aburgh	2.28	6.43	2.42	6.43
Aburgh	2.28	6.43	2.42	6.43

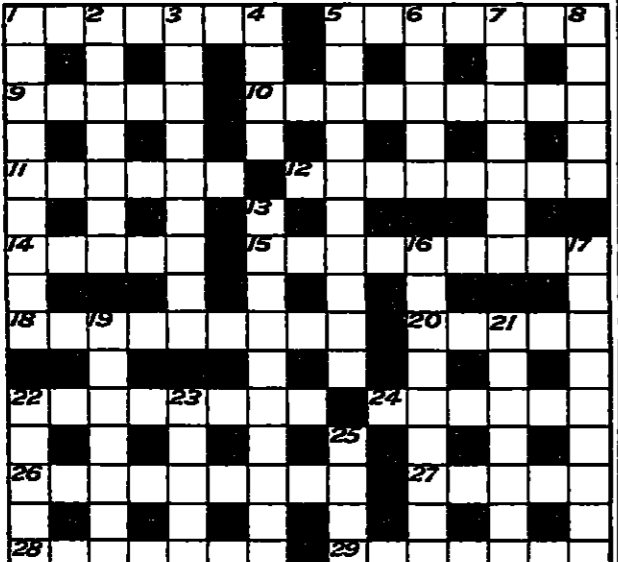
### Around Britain

Location	Sun Rain	Mon Rain	Max	Min
East Coast	8-4	9-48	sunny	9-18
South Coast	7-5	10-50	sunny	8-18
West Coast	7-5	10-50	sunny	8-18

### Abroad

Location	Temp	Wind	Cloud
Amsterdam	11	10	10
Berlin	11	10	10
London	11	10	10

## The Times Crossword Puzzle No 17,005



- ### ACROSS
- 1 Suggest period for the race (5, 5)
  - 9 I returned, having dined with daughter (9)
  - 10 Flower (not from myosotis family) (5)
  - 11 Pressed on, in dire trouble (6)
  - 12 Thrilling scheme pursued by toilet (8)
  - 13 Number one garden boy in Tonga (6)
  - 14 Make impertinent enquiries about work he's forecast (8)
  - 15 Stable chair for one of the occupants (8)
  - 16 Mischief-maker destroys central point of tapestry (6)
  - 17 Monks caper for schoolboy delight (4-4)
  - 18 In a word, keep cool in still waters (6)
  - 19 Shrink — one in an upland area (5)
  - 20 In an endless party, receipts are deceptive (9)
  - 21 The Red King who got the point in the forest (7, 5)

- ### DOWN
- 1 Looking like the tailor of Coventry (7)
  - 2 Girl with surprised expression is in a state (5)
  - 3 Ri held art-nouveau exhibition of three-faced figures (9)
  - 4 Hotsprings requested of Kate a good mouth-filling one (4)
  - 5 Standard representation of gold and colourful bird (3, 5)

## Anniversaries

Birth: Raphael, Urbino, Italy, 1483; Saint Teresa of Avila, Avila, Spain, 1515; Johann Comenius, educational reformer, Nivnice, Czechoslovakia, 1592; Thomas Clarkson, abolitionist, Wisbech, Cambridgeshire, 1760; Aristide Briand, 11 times Premier of France 1906-32, Nobel Peace laureate 1926, Nantes, 1862; Cornelia Heymans, physiologist, Nobel laureate 1935, Ghent, Belgium, 1892.

## Snow reports

Country	Depth (cm)	U	Piste	Conditions	Runs to resort	Weather (5pm)	°C
AUSTRIA	50	350	good	heavy	fair	fine	5
FRANCE	140	200	good	varied	good	fine	-2
La Plagne	155	240	good	heavy	good	fine	3
Switzerland	250	250	good	powder	good	fine	5

In the above reports, supplied by representatives of the Ski Club of Great Britain, L refers to lower slopes and U to upper, and R to artificial.

Concise Crossword, page 10  
The Times Jumbo Crossword will be published tomorrow





FINANCE AND INDUSTRY

STOCK MARKET

FT 30 Share 1390.0 (+9.5) FT-SE 100 1668.8 (+14.9) USM (Datastream) 117.46 (+0.27)

THE POUND

US Dollar 1.4820 (+0.0078) W German mark 3.4538 (+0.0210) Trade-weighted 76.3 (+0.3)

MARKET REPORT

The bulls stay in command

Stock markets ended the long three-week account in optimistic mood. Wall Street's 32-point advance overnight, coupled with another Japanese discount rate cut and the lessening tension in the Middle East...

PCW names plan to sue if July 1 deadline is not met

By Alison Eadie

Lloyd's names on the loss-stricken PCW syndicates have been advised by a steering committee of names that, if satisfactory progress towards a market settlement of their claims is not made by July 1, writs will be issued.

Even if written proposals were forthcoming by the end of June, it might take several more months for an offer to be published to names, and for that offer to be accepted by names, the letter said.

There has been a mood of realism and better understanding at Lloyd's of the PCW affair, which was not evident before.

Standard Chartered leads race to claim ITC assets

By Michael Prest, Financial Correspondent

Banks and other creditors of the International Tin Council are racing to be the first to claim their share of the International Tin Council's unquantified but small assets.

Standard Chartered Bank has secured from the council an undertaking that ITC assets will not be moved out of Britain. The undertaking increases the bank's chances of recovering its £10 million in loans to the council in a High Court action due to start on April 9.

Deputy to be next chairman of ICI

By Teresa Poole

Imperial Chemical Industries is to have its youngest chairman since its foundation 60 years ago. Mr Denys Henderson, who will be 54 when he takes over on April 1, next year, was the front-runner for the job.

Mr Henderson, a main board director for six years, who became deputy chairman yesterday, will succeed Sir John Harvey-Jones on his retirement.

The flamboyant Sir John would be a difficult act to follow, he admitted, and he



Denys Henderson, elected by overwhelming majority had no intention of being a carbon-copy. He said: 'His style and mine are different. I am my own man but I am so much in sympathy with John's style. I believe that the strategies are coming through pretty satisfactorily.'

Westland seeks share cut

Westland, the helicopter company and subject of political controversy, wants to cut drastically the nominal value of its ordinary shares to wipe out a £47.8 million loss.

Sharp fall in US trade deficit

United States exports rose and imports declined last month, sharply reducing the country's trade deficit in manufactured goods, the Commerce Department said yesterday.

Property firm flotation

Clarke Securities, the £70 million Stafford based private property and construction group, is floating its property division on the market by reversing into a former manufacturing company, Redman Heenan.

Property firm flotation

Clarke Securities, the £70 million Stafford based private property and construction group, is floating its property division on the market by reversing into a former manufacturing company, Redman Heenan.

Leading shares ended mixed but Thera EML up 25p to 494p, stood out after a report that the troubled subsidiary Inmos was supplying its revolutionary transport chip to an American computer manufacturer.

In contrast further consideration of Wednesday's results knocked 15p from Lucas, at 636p. But BOC Group, at 362p, GKN, 373p, Tate & Lyle, 833p, and Vickers, 483p, improved 6p to 10p.

Supermarkets made good progress. AB Foods extended Wednesday's late advance by another 12p to 340p on stock shortage. Tesco was another firm spot at 358p, up 8p.

In textiles, House of Leroze was up 23p at 143p in response to a 65 per cent earnings expansion. Acquisition hopes lifted F H Tomkins 11p to 246p and Tarmac continued to express satisfaction with the Thermalite acquisition, up 18p to 496p. FKI Electrical owed its 5 1/2p rise to press comment.

In quieter banks, Standard Chartered climbed 50p to 622p, excited by the £80 million Moccata deal and better-than-expected results. The rise was also accompanied by bid talk but dealers were convinced that the move was a catching-up exercise after depression caused by the tin crisis and Far Eastern banking problems.

Insurances made a drab showing with Guardian Royal 18p easier at 848p ahead of Wednesday's results. Satisfactory figures lifted Baidan another 10p to 174p. Birmbeek added another 3p to 132p after the annual meeting statement. Glynwed's Australian deal and anticipation of good results boosted shares 16p to 362p. Smiths Industries, also reporting soon, hardened 4p to 316p.

Electricals improved with STC up another 6p to 136p after a recent upgrading. International Signal was also firm at 355p, up 12p, and V&C Instruments advanced 18p to 414p on further reaction to Wednesday's 35 per cent expansion.

Automatic Products rallied 11p to 242p behind Wednesday's figures from Lucas. GKN was another to benefit at 373p, up 6p. The appointment of a chief executive helped Kenning Motor to another 7p rise at 213p. Disappointing profits lopped 8p from Auto Security at 175p but J Bilsam, at 100p up 7p, Bredon Cloud, 270p up 7p, and John I Jacobs, 58 1/2p up 1 1/2p, reflected favourable statements.

BAT Industries improved 9p more to 400p on Wednesday's results. Reckitts, reporting next Thursday, gained 9p to 809p. British and Commonwealth attracted investment support at 378p up 13p.

MARKET SUMMARY including STOCK MARKETS, MAIN PRICE CHANGES, CURRENCIES, INTEREST RATES, and GOLD.

Executive Editor Kenneth Fleet

The end of an era in North Sea profits

Company profits rose by 17 per cent last year, according to official figures released yesterday. This is a handsome figure, in accord with the expectations on which the rising market in ordinary shares, in its earlier stages, was based.

The low level of acceptances is hardly surprising so soon after the Office of Fair Trading's clearance and so soon before Easter. The real and final battle will be fought next week.

Profits, net of stock appreciation, of non-oil companies rose from £31.4 billion in 1984 to £40.7 billion last year, an increase of 29.7 per cent. North Sea companies, in contrast, recorded a 4 per cent fall in profits, from £19.1 billion in 1984 to £18.4 billion last year.

Acceptances for the Hanson bid have shown 85 per cent preference for the all-paper option. Clearly those who have plumped for Hanson have taken a view on the future security of Hanson paper, which has risen strongly lately.

The figures are affected by the inclusion of British Telecom for the whole of last year. Without British Telecom, the overall profits increase would have been 12 per cent, and the rise for non-oil companies 21 per cent, or 14 per cent in real terms.

The battle, however, should not be decided by a short-term share price movement. The real issue is the long-term fate of Imperial, a major force in the consumer industry, and where its best future lies.

Final reckoning

United Biscuits managed to add only about 1 per cent to its acceptances by yesterday's second closing date, taking its control to around 23 per cent of Imperial against the rival Hanson Trust's 28 per cent.

The management question is more about the types of business to be managed. Hanson's experience is mainly with industrial companies. Moreover, it has not detailed what it would want to do with Imperial. UB has made clear that it wants to keep and develop all Imperial's businesses.

BRITISH TELECOM RADIOPAGING advertisement with 'VISIBLELY BETTER CLEARLY EFFICIENT' headline and contact information for Dial 100.

Britannia deal
Britannia Arrow has agreed in principle to acquire MIM, an investment management company, from Aetna Life and Casualty Co. Details will be announced shortly.

WALL STREET

New York (Reuters) - up 32.70. There were 1,103 Shares rose further in session on Wednesday as programmed buying easily lifted the market in light pre-holiday trade.

Sentiment was bolstered by the apparent easing of tension in the Gulf of Sidra after the US-Libyan actions.

The Dow Jones industrial average, which was up 21 points at one stage in the afternoon, closed at 1,810.70.

Table with columns: Mar 28, Mar 27, Mar 26, Mar 25, Mar 24, Mar 23. Lists various stocks and their price changes.

FOREIGN EXCHANGES

STERLING SPOT AND FORWARD RATES. Table with columns: Market rates, Market rates close, 3 months, 6 months, 9 months, 12 months.

DOLLAR SPOT RATES

Table with columns: Ireland, Canada, Australia, New Zealand, South Africa, Hong Kong, Singapore, Malaysia, Thailand, Philippines, Indonesia, Taiwan, South Korea, etc.

COMMODITIES

LONDON COMMODITY EXCHANGE. Table with columns: Soyabean meal, Soyabean oil, Soyabean flour, etc.

MONEY MARKETS AND GOLD

EURO MONEY DEPOSITS %. Table with columns: Dollar, 1 month, 3 months, 6 months, 9 months, 12 months.

OTHER STERLING RATES

Table with columns: Argentina austral, Australian dollar, Canadian dollar, etc.

LONDON FINANCIAL FUTURES

Table with columns: Three Month Sterling, Open, High, Low, Close, Bid, Offer, Chng, Yld.

INVESTMENT TRUSTS

Table with columns: High, Low, Company, Price, Chng, Yld, PE.

MEAT AND LIVESTOCK

Table with columns: Cattle, Sheep, Pigs, etc.

FINANCIAL TRUSTS

Table with columns: Bid, Offer, Chng, Yld.

THE TIMES UNIT TRUST INFORMATION SERVICE

Large table listing various unit trusts with columns: Bid, Offer, Chng, Yld.

لندن 28 مارس 1986

**TEMPUS**  
**Holiday sun shines early for Intasun**

There is nothing like Easter for turning thoughts to warm summer holidays, spent on glorious sandy beaches. According to International Leisure, the Intasun holiday group, and Horizon, both of which announced results last week, many families have already booked their holidays.

Intasun has taken 1.1 million bookings, against only 530,000 this time last year. At Horizon bookings are running at 350,000, which is more than double last year's figure.

Thomson, the largest tour company, is understood to be in a similar position. All three expect to sell many more holidays this year than last, with Intasun forecasting 1.6 million and Horizon 500,000. The huge number of early sales makes it less likely that there will be another bout of discounting later. Already Horizon and Thomson have slashed prices by roughly 20 per cent. Intasun has stood back from this cut-throat competition, and says the average price of its holidays is only 11 per cent less than last year.

As a result, Intasun's margins should hold up best. Last week it forecast profits of £21.3 million for the year ending this month, against £24.8 million in the previous year. Excluding exceptional items such as the profit on aeroplane sales, this leaves profits at £8.7 million. On the same basis it could make £15.8 million this year, helped by interest received on the £28 million rights issue, also announced last week.

Horizon, battling to recover market share, is likely to see its margins eroded substantially, with the result that profits from trading could be negligible. At 120p, its share price owes much to bid speculation, as Bass holds 26 per cent and Mr Ron Driecy 7 per cent of the shares.

International Leisure is less speculative and with holders of 40 per cent of the shares, including the directors, not taking up their rights, there is bound to be some weakness in the price. Mr Roy Owens of Kicat & Aiken believes the shares, which were 119p yesterday, should be held and even bought on weakness.

For an even safer share, investors can opt for Saga

Holidays, which, because it sells specialist holidays to the over 60's, is under less pressure to cut selling prices. At 203p the shares are trading on 12 times prospective earnings.

**Royal Insurance**

Royal Insurance's decision to offer cut-price rates for houses protected by security devices failed to impress the stock market yesterday. The shares hardly budged even though the move was a fillip for security product companies.

Automated Security (Holdings), which announced results for the year to November yesterday, was no exception, with its shares unchanged at 183p. Profits were up by 37 per cent to £8.66 million before tax but this was slightly less than had been expected.

The associate, Network Security, contributed £780,000 and would have been higher but for sterling's strength against the dollar.

ASH also had problems of its own making in that its unaudited interim figures had shown a first-half increase of 46 per cent, giving rise to hopes of continued progress at the same level. The company now gives a warning that trends should not be read into its interim figures.

Taking a longer term view, however, prospects are good. The acquisition of Security Centres, which contributed nothing to last year's result, will have boosted turnover substantially.

Sales could rise from last year's £37.6 million to possibly £55 million this year. If, as the company hopes, margins remain the same, operating profits could rise from £10.7 million to £15.5 million. With interest charges apparently set to fall, pretax profits could well be £14.5 million or so.

**Croda International**

Croda's dividend announced yesterday is unchanged compared with last year's and is no more than was expected. The company doubled its dividend in 1982 to stave off an unwelcome bid from

**Accountant predicts gloom for oil firms**

By David Young  
Energy Correspondent

Falling oil prices will mean the financial community will need to read oil company accounts very carefully, an oil industry specialist said.

Mr Bernard Clow, of Peat Marwick, the accountants, told an oil industry seminar organized by Fielding Newson Smith, the stockbroker, that assessment of the financial performance of oil companies will be thrown into confusion once the sharp drop in oil prices hit the balance sheets.

He said: "If sterling oil prices stay at their present levels, oil companies will be facing large and unpalatable reductions in earnings and balance sheet values."

"Reconciling the long-term nature of the projects undertaken by the industry with the need for short-term financial statements has always been highly problematical. But in the light of plummeting oil prices, the failure of the Geneva Opec talks, and the traditionally cautious approach taken by auditors in assessing profits and losses, next year's reports and accounts will be gloomy reading, even if crude prices are to recover in the longer term."

Fielding Newson Smith's own oil industry specialist, Mr Humphrey Harrison, said: "It is not merely that 1986 profits and dividends are impossible to forecast. Cashflow, which has been virtually halved overnight, will become the primary indicator of the oil companies' financial health, and liquidity will become all important. If oil prices remain depressed, we would expect a number of bankruptcies."

"Lower oil prices will make new North Sea technology more necessary, according to the Floating Technology Company (Floatech).

**Government likely to scrap controversial ADR tax**

By Jeremy Warner, Business Correspondent

The Government looks certain to abandon the proposed 5 per cent tax on the conversion of British shares into American Depository Receipts.

The new tax, announced in the Budget, has stirred up a storm of protest both in the City and among British companies whose shares are actively traded in ADR form in the United States.

The Stock Exchange is also lending its support to the campaign to have the tax scrapped despite the fact that growth in the ADR market has meant a considerable loss of business to the London market over the last five years.

ADR holders allow the shares of British companies to be traded in overseas markets such as New York without having to comply with tough and often costly overseas regulatory regimes.

Mr Stephen Raven, chairman of the Stock Exchange's international markets committee, said the imposition of the 5 per cent duty was a "disappointing and retrograde step."

"The measure disadvantages those major British companies who want to raise capital in the international market place. It will not help offset any loss of revenue from the reduction in the rate of stamp duty on share purchases because new conversions into ADRs are unlikely to take place, and it will assist the Government in its desire to market internationally the shares of newly privatized industries," he said.

The Stock Exchange believes that anything that smacks of protectionism will ultimately damage the London market and the City generally.

Mr Raven said that London's reputation as an international financial centre would be ill served by erecting barriers such as the proposed ADR tax.

Finance directors from a number of leading British companies have also declared their opposition to the tax. After a meeting at Imperial Chemical Industries' headquarters this week, the finance directors said that the duty would have serious financial and commercial consequences for British companies.

The chairmen of three of Britain's leading companies, Sir Kenneth Durham of Unilever, Sir Peter Walters of British Petroleum and Mr Patrick Sheehy of BAT Industries, said in a letter to the Press that the measure was inept and looked like another piece of anti-Americanism.

"It comes at a time when we and others have made great efforts to build up strong US shareholdings to support the growth of our own activities in the United States," they said.

Some finance directors are already considering avoidance measures as extreme as changing their company's domicile.

**Step-forward for footwear makers**

By Derek Harris, Industrial Editor

Some of Britain's troubled footwear makers may soon be expanding again although so far only a minority of the manufacturers expect to.

This emerges from the latest quarterly assessment of the industry by the British Footwear Manufacturers Federation which also reports volume deliveries by British manufacturers last year to be up 1 per cent from 1984.

This was despite overall supplies to the market, including imports, being down 2 per cent at 268 million pairs. The British makers delivered 129 million pairs. Import penetration is still high at 58.6 per cent but that is a drop of just over 1 per cent on the year before.

A factor in the improved performance of the British makers is that their exports rose last year in volume by some 2 per cent. Exports now account for about 14 per cent of British production. Sales to the United States had been growing strongly with improvements showing up also in the French, Dutch and Italian markets.

A minority of British makers are now thinking about expansion, the federation reported. But it warned that for most businesses continued pressure on margins and lack of confidence about trading prospects beyond the next few months were still a deterrent to investment for the time being.

**Provincial profits plummet**

Provincial Insurance is restructuring after reporting substantial losses on all areas of general underwriting.

Estimated results for 1985 show a general business underwriting loss of £21.68 million against £12.65 million a year earlier although general business premiums were up at £191.43 million from £157.75 million.

The final dividend is 15p making a total of 25p, up 2p.

Group profit before tax was sharply down to £368,000 from £3.69 million.

The directors have decided to recommend to shareholders a reorganization of the existing group structure, involving the creation of a new holding company. Full details will be sent to shareholders in the next three months.

Proposals will include cancellation of the 10 per cent and 25 per cent listed preference shares on payment to the holders of 140p and 70p per share respectively.

Provincial says substantial underwriting losses have resulted from general insurance in all major areas in which the company operates.

The United Kingdom recorded premium growth of 29.7 per cent.

**RECENT ISSUES**

EQUITIES		RIGHTS ISSUES	
Abbott M V (180p)	225 -1	SAC Int (100p)	139 +1
Ashley L (135p)	210 -2	SPP (125p)	157
BPP (160p)	182	Templeton (215p)	230
Bocconeri (160p)	182	Sigmax (101p)	80 -2
Chart FL (89p)	93	Snowdon & B (97p)	118
Chancery Secs (63p)	78	Spice (80p)	96
Conv 9% A 2000	229 +1 1/2	Tech Comp (130p)	204
Cranwick M (95p)	105	Underwoods (130p)	185
Dialene (125p)	190 +5	Wellcome (120p)	220 -5
Ferguson LJ (10p)	31 +1 1/2	W York Hosp (90p)	78
Gold Gem Trst (185p)	188	Wicks (140p)	171 +1
Granyle Surface (56p)	78 -10		
Inoco (65p)	42		
JS Pathology (180p)	276 +1	Cullens N/P	75
Jarvis Porter (105p)	130 -3	Hartwells N/P	4
Kearfoot (118p)	115 -3	NMW Comp	117 +3
Leaden (115p)	140	Porter Chad F/P	103 -1
Mazda 4 (105p)	144	Safeway UK	248 +1
Mervale M (115p)	102	Wates F/P	152 +9
Norank Sys (90p)	102	Westland F/P	83
Really Useful (330p)	341		

(Issue price in brackets).

**Notice to Members and Depositors**

WITH EFFECT FROM 1st SEPTEMBER, 1986, THE FOLLOWING INTEREST RATES WILL APPLY TO INVESTMENT ACCOUNTS:

Paid-Up Shares	7.00% equivalent to 10.00%
↑ Bonus Shares '77	8.00% equivalent to 12.57%
'78	9.05% equivalent to 12.93%
Plus (balances below £70,000)	8.35% equivalent to 13.35%
Plus (balances above £70,000)	10.00% equivalent to 14.75%
Kitty Club	7.75% equivalent to 11.07%
A.V.C.s in Pension Schemes	12.25% gross
Pension Funds	11.25% gross

THE RATES OF INTEREST PAID ON ALL OTHER TYPES OF ACCOUNT WILL BE REDUCED BY 1.50% IN ACCORDANCE WITH THE APPLICABLE TERMS AND CONDITIONS. FINANCIAL INTEREST ON BONUS SHARES IS PAID OTHER THAN ANNUALLY. THE RATES QUOTED SHOULD BE REDUCED BY 0.25% FOR NON-RESIDENTS TO INCOME TAX-PAYERS WITH BASIC RATE INCOME TAX (NOT RECLAIMABLE) PAID.

**Colchester Building Society**

42-48 NORTH STATION ROAD, COLCHESTER, CO1 1BR

**Novel £12m debenture by British Land**

British Land, the property and industrial company, is issuing a £12 million debenture of 38-year money at a price of £95.52 per cent.

The debenture arises from an innovative "drop lock" debenture issue arranged in 1981 by Guinness Mahon & Co, the merchant bank, and James Capel & Co, the stockbroker. It has been triggered by a fall in gilt rates to a 9.8 per cent yield.

The debenture is secured on British Land's Plantation House City office block. There is an 11 per cent fixed coupon.

The company can draw a second tranche of £20 million.

**Growing pressure to make inflation index homeless**

By David Smith, Economics Correspondent

Rising housing costs and, in particular, higher mortgage rates, contributed nearly a third of the inflation rate last year.

Retail prices increased by 5.5 per cent in the 12 months to January. If housing had been excluded from the Retail Price Index, the rise would have been just 3.8 per cent, according to figures in the latest *Employment Gazette*, published by the Department of Employment.

The treatment of housing within the RPI has been a matter of controversy. In June 1984, the Employment Secretary announced the reconvening of the RPI advisory committee to look into the construction of the index.

The Government was embarrassed by the effects on the inflation rate of increases in the mortgage interest rate.

This embarrassment persists. Last year mortgage interest payments rose by 18 per cent and were the main reason for the large rise in the housing component of the RPI.

The argument for the exclusion of mortgage rates, which has been advanced by the building societies, is that their inclusion as a cost is one-sided as there is a corresponding benefit from higher rates offered to savers.

The RPI advisory committee, originally due to have published its report by now, appears to be having difficulty with this argument. The committee's report will not be published until the end of the year.

An alternative to the exclusion of mortgage rates will be proposed by the Institute for Fiscal Studies next month.

A B.A.T. INDUSTRIES REPORT  
Extracts from the preliminary results for the year ended 31 December 1985

**Profit £1168m: Dividend up by 17 1/2%**

Group Results	Year to December 1985	Year to December 1984
Pre-tax profit	£1168m	£1405m
Attributable to B.A.T. Industries	£674m	£784m
Dividend per share	12.10p	10.30p
£1 = \$1.446 at 31.12.85 (\$1.159 at 31.12.84).		

Group pre-tax profits in 1985 totalled £1168 million. This 17 per cent decline—as reported in sterling—owed much to the weakness of the US dollar, which sharply reduced profits when translated into sterling at year-end rates. Operating profits were 12 per cent lower at £1288 million, and attributable earnings were 14 per cent down at £674 million.

The year in fact saw growth and good performance in most of the Group's businesses. Tobacco and paper had a particularly strong year as did life and pensions business and UK retailing. There were however unsatisfactory performances in some parts of US retailing and unexpectedly high claims experience in UK general insurance.

Nevertheless total operating profit in local currency terms showed a further one per cent improvement and would have reached £1485 million had exchange rates remained constant during the year. After a higher net interest charge, pre-tax profits would have shown a decrease of 3 per cent to £1361 million. The Group remains one of the UK's leading and most profitable businesses.

All comparisons are affected by further changes in Group structure. Allied Dunbar was acquired, Soporcel became an associate, and Mardon Packaging was sold. It is a striking testimony to the Group's financial strength and strong cash flow that the gross debt/equity ratio came down to 50 per cent, having risen to 64 per cent in early 1985 following the purchase of Allied Dunbar.

Taking the increase in Group results reported over the two years, 1984 and 1985, pre-tax profits are up by 19 per cent and earnings per share by 22 per cent.

Tobacco experienced a buoyant year. Group cigarette volume rose by 4 per cent, with improved market share in Brazil and the US. In local currencies Group trading profit from tobacco increased by 8 per cent.

Paper also had a strong year, with higher sales of carbonless copying paper from both Wiggins Teape and Appleton. With help from lower pulp prices profits grew by 19 per cent in local currencies.

Retailing had a mixed year, with another sparkling performance from Argos and good results in

difficult circumstances from Marshall Field's, Saks Fifth Avenue and Ivey's. But most of our other US stores performed inadequately, and it has been decided to concentrate our efforts on stores which offer growth potential and to dispose of the others, which in aggregate made a substantial loss.

Financial services now includes Allied Dunbar as well as Eagle Star, and both achieved substantial growth in life and pensions income. Eagle Star's general business suffered from an unexpectedly high claims experience but premium rates are now at a more satisfactory level.

Associated companies had an excellent year in local currencies. Imasco achieved further growth despite competitive pressures in Canadian tobacco and US drug stores.

In the light of the year's positive features the Board will be recommending to shareholders a final dividend of 7.35p, making a total for the year of 12.10p, an increase of 17.5 per cent over the previous year, and an 85 per cent growth in excess of UK inflation over the past five years.

PROSPECTS for 1986 are for further growth at operating profit level. Factors outside our control include exchange rates and greatly reduced investment income from Brazil. But we expect an increase in attributable profits.

**B.A.T. INDUSTRIES**

Full financial statements will be delivered to the Registrar of Companies and carry an unqualified audit report. The results are being posted to shareholders. Copies are available from the Company Secretary B.A.T. Industries P.L.C., Windsor House, 50 Victoria Street, London SW1H 0NL.

PATRICK SHEEHY, Chairman

STOCK EXCHANGE PRICES

Shares turn mixed

ACCOUNT DAYS: Dealings began March 10. Dealings ended yesterday. Contango day April 1. Settlement day, April 7. Forward bargains are permitted on two previous business days.

THE TIMES Portfolio

From your portfolio card check your eight share price movements. Add them up to give you your overall total. Check this against the daily dividend figure published on this page. If it matches you have won outright or a share of the total daily prize money stated. If you are a winner follow the claim procedure on the back of your card. You must always have your card available when claiming.

Table with 4 columns: No., Company, Price, % Change. Lists various companies under categories like DRAPERY AND STORES, BREWERIES, BUILDINGS AND ROADS, etc.

Weekly Dividend table with 7 columns: Mon, Tue, Wed, Thu, Fri, Sat, Sun. Shows dividend amounts for each day.

BRITISH FUNDS

Table with 4 columns: Fund Name, Price, % Change, Yield. Lists various British funds.

FIVE TO FIFTEEN YEARS

Table with 4 columns: Fund Name, Price, % Change, Yield. Lists funds with 5 to 15 year durations.

OVER FIFTEEN YEARS

Table with 4 columns: Fund Name, Price, % Change, Yield. Lists funds with over 15 year durations.

UNDATED

Table with 4 columns: Fund Name, Price, % Change, Yield. Lists undated funds.

INDEX-LINKED

Table with 4 columns: Fund Name, Price, % Change, Yield. Lists index-linked funds.

BANKS DISCOUNT HP

Table with 4 columns: Bank Name, Price, % Change, Yield. Lists banks and their discount rates.

DRAPERY AND STORES

Table with 4 columns: No., Company, Price, % Change. Lists drapery and store companies.

BREWERIES

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BUILDINGS AND ROADS

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ELECTRICALS

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FINANCE AND LAND

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FOODS

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CINEMAS AND TV

Table with 4 columns: No., Company, Price, % Change. Lists cinema and TV companies.

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THE TIMES Portfolio. DAILY DIVIDEND £2,000. WEEKLY DIVIDEND £20,000. Claims required for +54 points. Claims required for +176 points. Claimants should ring 0254-53272.

OVERSEAS TRADERS

Table with 4 columns: Company, Price, % Change, Yield. Lists overseas traders.

PAPER, PRINTING, ADVERT'G

Table with 4 columns: Company, Price, % Change, Yield. Lists paper, printing, and advertising companies.

PROPERTY

Table with 4 columns: Company, Price, % Change, Yield. Lists property companies.

SHIPPING

Table with 4 columns: Company, Price, % Change, Yield. Lists shipping companies.

SHOES AND LEATHER

Table with 4 columns: Company, Price, % Change, Yield. Lists shoes and leather companies.

TEXTILES

Table with 4 columns: Company, Price, % Change, Yield. Lists textile companies.

TOBACCO

Table with 4 columns: Company, Price, % Change, Yield. Lists tobacco companies.

INSURANCE

Table with 4 columns: Company, Price, % Change, Yield. Lists insurance companies.

LEISURE

Table with 4 columns: Company, Price, % Change, Yield. Lists leisure companies.

MINING

Table with 4 columns: Company, Price, % Change, Yield. Lists mining companies.

MOTORS AND AIRCRAFT

Table with 4 columns: Company, Price, % Change, Yield. Lists motors and aircraft companies.

NEWSPAPERS AND PUBLISHERS

Table with 4 columns: Company, Price, % Change, Yield. Lists newspapers and publishers.

OIL

Table with 4 columns: Company, Price, % Change, Yield. Lists oil companies.

INDUSTRIALS A-D

Table with 4 columns: Company, Price, % Change, Yield. Lists industrial companies A-D.

INDUSTRIALS E-H

Table with 4 columns: Company, Price, % Change, Yield. Lists industrial companies E-H.

INDUSTRIALS I-L

Table with 4 columns: Company, Price, % Change, Yield. Lists industrial companies I-L.

INDUSTRIALS M-Z

Table with 4 columns: Company, Price, % Change, Yield. Lists industrial companies M-Z.

COMPANY NEWS

BROWN BOVERI KENT (HOLDINGS) Total dividend for 1985 3p (2.5p). Turnover £118.57 million (£117.46 million). Pretax profit £8.78 million (£7.58 million). Earnings per share 9.8p (6.7p). The board reports that the group entered 1986 with a good order book and prospects in all divisions are encouraging.

year to Jan. 31, 1986. Interim dividend 1p (0.8p, adjusted). Turnover £3.97 million (£3.62 million). Pretax profit £119,000 (£116,000). Earnings per share 3.4p (3.4p).

dividend for 1985 cut from 12.75p to 4.8p. Turnover Irish £19.2 million (Irish £25.4 million). Pretax profit Irish £130,000 (Irish £332,000).

defendant had no real intention of replacing his brother with the plaintiff as joint owner when those proceedings were made. Those findings were of great importance.

The Royal Bank of Scotland plc Mortgage Rates. The Royal Bank of Scotland announces that with effect from 1 May 1986 its House Mortgage Rate will be reduced from 12 3/4% to 12% per annum.

BASE LENDING RATES. ABN 12 1/2%, Adam & Company 11 1/2%, BCCI 11 1/2%, Citibank Savings 12 1/2%, Consolidated Grds 12 1/2%, Continental Trust 11 1/2%, Co-operative Bank 12 1/2%, E. Hoare & Co 11 1/2%, Lloyds Bank 11 1/2%, Nat Westminster 11 1/2%, Royal Bank of Scotland 11 1/2%, TSB 11 1/2%, Citibank NA 11 1/2%.

Mr LAL St Ville for the plaintiff, Mr David Schmitz for the defendant. LORD JUSTICE NOURSE said that when the plaintiff and the defendant first met in 1967 each was married to another woman.

THE VICE CHANCELLOR said that there had been a tendency over the years to distort the principles laid down by Lord Diplock in Gissing v Gissing ([1971] AC 886) by concentrating only on part of his reasoning.

Latest prices: At last some help for the hard pressed Imperial shareholder. Mindful that share prices can vary daily, we are publishing a bulletin showing the value of each of the offers for your company. In order to be perfectly fair, the values we've quoted are based on the best possible offers.

Midland Bank plc v Phillips and Others. Before Lord Justice Slade and Lord Justice Ralph Gibson. [Judgment given March 24]. On a summons issued by a bank under Order 14 of the Rules of the Supreme Court in enforcement of a guarantee, the guarantors' evidence that at the time the guarantee was given they had misunderstood the bank's intentions as to enforcing the guarantee was capable of giving rise to a defence, albeit a shadowy one, even though they knew that the company was giving the guarantee, and notwithstanding absence of fault on the part of the bank.

Shadowy defence for guarantors. The judge also found that the company which started trading in 1969. The company banked with and were granted overdraft facilities by the Great Bridge branch of the bank.

Rates benefit for linked building. Debenhams plc v Westminster City Council. Before Lord Justice Fox, Lord Justice Neill and Lord Justice Ralph Gibson. [Judgment given March 25]. A building which was fixed to a "fixed building" as defined by section 54(9) of the Town and Country Planning Act 1971, was, under paragraph 2(c) of Schedule 1 to the General Rate Act, 1967, exempted from rates while unoccupied.

Direction to jury on issue of intent. Regina v Purcell. The direction to be given to a jury on the issue of intent was clarified by the Court of Appeal (Lord Lane, Lord Chief Justice, Mr Justice Boreham and Mr Justice Taylor) on March 11 when granting an application out of time but refusing an application for leave to appeal against conviction following a plea of guilty in Leves Crown Court (Mr Justice Pain and a jury) to causing grievous bodily harm with intent.

Drug smuggling is extraditable. In re Chotpanang. Section 170(2)(b) of the Customs and Excise Management Act 1979, which created the offence of the fraudulent evasion of any prohibition in respect of goods, created an offence which was extraditable where the prohibited goods were controlled drugs prohibited by section 3 of the Misuse of Drugs Act 1971.

Drug smuggling is extraditable. The Queen's Bench Divisional Court (Lord Justice Croom-Johnson and Mr Justice Mann) so held on March 25 when it dismissed the application for a writ of habeas corpus of Thana Chotpanang directed to the governor of Pentonville Prison and against the order of the Bow Street Metropolitan Stipendiary Magistrate, dated December 11, 1985, committing the applicant to prison pending his removal to Sweden.

# The sky-high stakes in a small world

Increasing traffic and lower costs in fuel should enable airlines to move into profit. But essential capital spending and pressure to reduce fares threatens this

The world airline industry has moved out of the economic turbulence through which it flew in the early years of this decade, and which produced five straight years of losses totalling \$6.2 billion (about £4.1 billion).

But, it is far from being back to the rosy days of the early 1970s, when traffic rose consistently by 10 per cent every year and everybody made enough money to finance the purchase of fleets of new aircraft.

According to estimates by the International Air Transport Association, the industry will do little better than break even this year (after having recorded an after-interest profit of \$500 million on international scheduled services in 1985).

It could even return to the red, although the continuing decline of oil prices should revise these estimates in the airlines' favour.

In the meantime, traffic is increasing at a reasonable rate, although the large majority of it is at the cheap end of the market, from which the airlines make only marginal profits and in some cases even lose money.

The industry continues to sharpen its productivity, hold its costs in check and introduce the absolute minimum of new capacity to cope with rising traffic.

But there are signs that the

tactic agreement between airlines in the last-mentioned area is breaking down, particularly on the routes across the North Atlantic. European airlines complain that United States carriers are starting to flood the market with seats.

It is these fears that have led the British government to postpone yet again the date for the privatization of British Airways, to the chagrin of Lord King, chairman of the airline.

Lord King has successfully prepared BA for flotation by turning it around from a near-bankrupt state to one in which it is highly-profitable.

Prime Minister Margaret Thatcher has assured Lord King that the Government is determined to press ahead with privatization within the lifetime of the present administration, but no new timetable has been set.

Ideas for a management buy-out of the airline, floated by its advisers, have been dropped.

Government hesitation over privatization hinges on the difficulty of writing a prospectus against the background of uncertainties contained in the renegotiation of the Bermuda 2 air services agreement between Britain and the US.

Annex 2 of this agreement controls the volume of traffic which both sides can mount, and if not renewed before

its expiry in July, American airlines could be expected to dump thousands of additional seats in an overcrowded North Atlantic market. It is feared that this may undermine the financial position of British Airways and British Caledonian.

The Government in London is also keen to have a revision, within the Bermuda 2 protocol, of the situation in which British airlines flying into the US are subject to American anti-trust laws.

A lean and dynamic privatized British Airways would be a powerful force within the world airline industry. BA is

up against other top airlines which have moved into the private sector and companies which have been sharpened by deregulation.

Deregulation in the US has altered the entire face of the airline sector, producing a wave of massive takeovers and new groupings and a succession of filings under the bankruptcy laws.

Some which have declared

to be insolvent under chapter 11 have been able to reappear, paying lower wages to non-unionized labour. Pilots on newer operators help load baggage, while cabin staff check in passengers before the flight.

The traditional pattern of the industry is changing, with experienced staff leaving under redundancy schemes.

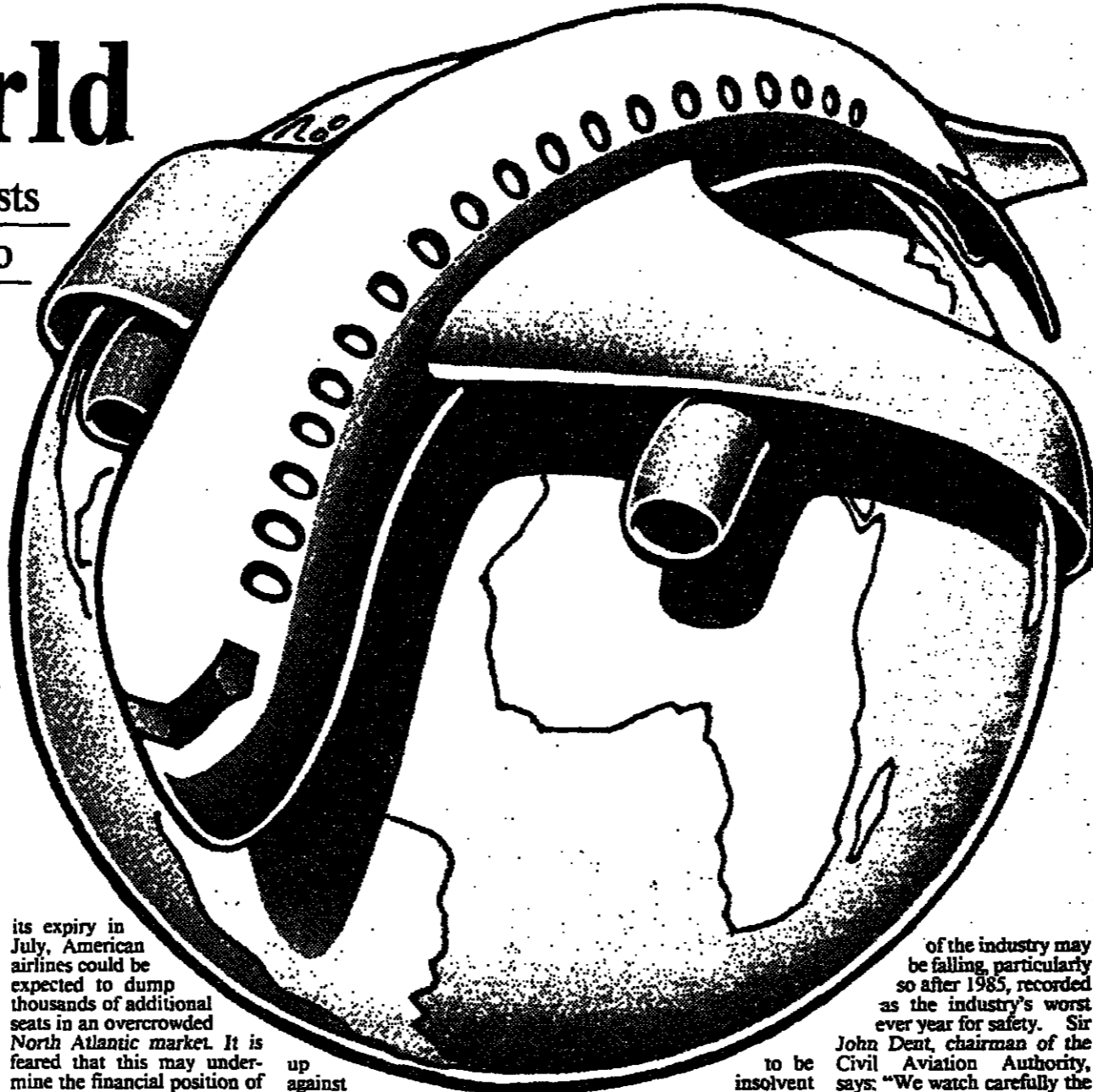
This in turn is raising fears that the engineering standards

of the industry may be falling, particularly so after 1985, recorded as the industry's worst ever year for safety.

Sir John Dent, chairman of the Civil Aviation Authority, says: "We watch carefully the introduction of management into the industry with little or no airline experience, and monitor the financial pressures on airline companies."

"There is the risk that loyal, but misguided staff of airlines in financial difficulties may cut corners on safety. This is intensifying an important dimension of safety regulation."

Arthur Reed



## Join the jet set to fly past the jams

As airports' congestion increases, and fears of terrorism at airports or on airline flights grow, more businesses are looking at the possibility of flying their employees on their own aircraft or on aircraft operated for them. A further way of by-passing the airlines is to hire air taxis.

Sixty aviation companies offer air-taxi services in Britain, all members of the Air Transport Operators Association.

Corporate aircraft are getting bigger, with longer range, and a number of ex-airliners are being converted for this type of operation. The Saudi royal family has its own Boeing 747 jumbo and the Boeing company says that about 100 of its airliners of various types are in use as business jets around the world.

The British BAC 1-11 airliner is taking on a new lease of life as a corporate aircraft re-engined with the new Rolls-Royce Tay powerplant. The Tay is also the engine chosen for the new American Gulfstream IV business aircraft.

At the same time, the smaller executive aircraft remains popular. British Aerospace has now sold over 600 of its 125 seven-seater jet, a large proportion of them to companies in the United States, where some 70 per cent of the

leading 500 industrial companies listed by *Fortune* magazine operate their own aircraft of various types.

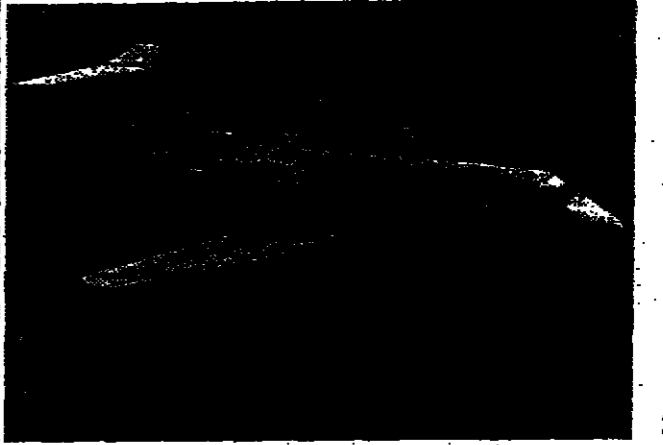
The sophisticated, twin-engine helicopter is gaining popularity rapidly as an executive aircraft, with its ability to land safely at or very near sites to be visited by the peripatetic businessman.

Costing the avoidance of airline schedules through the use of a company's own plane is not easy, involving as it must a valuation of executive time. Chartering an eight-seat Citation jet from London to Frankfurt and back costs about £2,600, and a Lear 35 jet with similar capacity between Manchester and Milan and back £5,900.

But advantages are that the aircraft can leave at what time, and from which airport, the charterers want, and can complete in one day schedules that could take two by the airlines. This saves expensive overnight hotel accommodation.

Drawbacks are that all the seats have to be paid for, whether they are occupied or not. In Britain it is becoming increasingly difficult to obtain take-off times at the peak hours at Heathrow and Gatwick airports.

Long-term pressure by various aviation bodies to obtain a true executive aviation airport to serve the entire London area has so far proved unsuccessful.



Gulfstream III Corporate Jet: Gulfstream's latest uses Rolls-Royce Tay engines



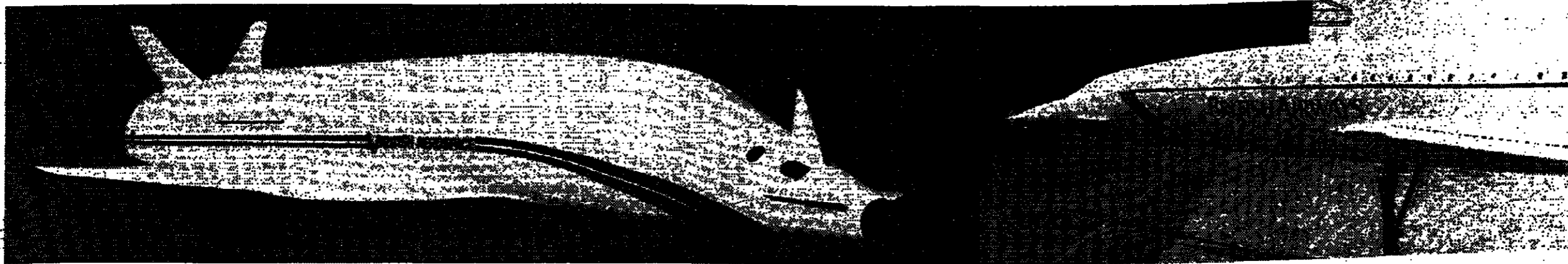
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Shaping up to the future: Model of HOTOL, British Aerospace's proposal for a cheaper alternative to the space shuttle; and Concorde, a technological triumph that will soon be out of date

## Cargo moves into executive class

The character of the air-freight industry has undergone a major change over the past few years, brought about by several diverse influences.

For many years air-cargo rates had been set by lata, as had passenger fares, but the entry into the world market of several non-lata airlines, operating on low budgets, heralded a virtual free-for-all in the struggle to maintain market share.

A new professionalism is evident in the air-cargo industry. Geoff Bridges, cargo manager of British Airways, said: "Air cargo has moved out of the boiler-suit image into the pin-stripe suit."

It reflects the attitude of the major airlines like BA, who are spending £7 million on upgrading their cargo-handling facilities at Heathrow, close to the new terminal 4.

British Caledonian is also looking at a similar system for its Gatwick cargo base to handle this year's expected £90 million worth of air-freight. More than half of this is destined to travel on the North Atlantic route, the busiest stretch of sky in the world.

The over-capacity on the North Atlantic, particularly to the Eastern Seaboard, has not deterred the "one-route" operators. Laker, although heavily involved in holiday charter-traffic, concentrated his scheduled service to the States.

Richard Branson's Virgin Atlantic is different. It sees freight as a definite part of the airline's operation. Selling at a price lower than the published rates of the lata carriers, Virgin is aiming at the smaller consignments, up to about 100 kilos.

The introduction of the wide-bodied jet with its huge belly-hold capacity has revolutionized the

air cargo market. Freighter aircraft are becoming an endangered species, though there are still the specialists around like Cargolux, operating two 747F freighters which regularly fly 100 tonnes of freight out of Luxembourg.

Cargolux survives because it specializes in particular routes on a scheduled basis.

These changes, and the shorter life-cycle of many goods together with the high cost of keeping large stocks, has led to the "just-in-time" inventory control method. Air-freight, with its rapid transit times across the globe, benefits enormously.

Another major influence has been the advent of the express parcel and courier companies, such as DHL, Skypak and Emery. Emery, in fact, started the "express" concept in the States more than 15 years ago. It estimates the worldwide air courier/air cargo markets at around \$19 billion, with 55 per cent of that being traditional air-cargo movements.

Electronic mail and facsimile transmissions are reducing the number of documents travelling the world, but the small package market is growing fast.

Today it is speed on the ground that separates the men from the boys. Express Customs clearance for air-freight consignments is essential, as is the door-to-door service. It is, perhaps, the freight forwarders who will suffer.

Those that have seen the writing on the wall are cashing in now. Others will follow, but the air-cargo industry looks set for a comfortable cruise well into the next century.

Peter D. Smith

## Smoother service at hi-tech airport

Terminal four at Heathrow airport, London, built by the British Airports Authority at a cost of £200 million to handle a total of eight million passengers a year, is due to open early in April. The construction is symptomatic of a trend in airport development which may be seen throughout the world.

That is, to squeeze the last square yard of space, and the last ounce of productivity out of existing airports, rather than build new ones on "green-field" sites, the trend during the 1960s and 1970s.

Rising costs of construction, dwindling suitable sites, and a swelling world-wide environmental movement has forced the former option on the airport operators and the airlines which use them. This has resulted in a quickening of the pace of development of airport automation so space in both the air and on the

ground can be used more efficiently.

Many existing airport terminals were built in an aviation era before that of the wide-bodied airliners, when a plane-load of 180 passengers was considered large. These are now having to undergo considerable and expensive updating.

When British Airways moves its long-distance services to terminal four next month, terminal three is to be virtually gutted and reconstructed. Plans are also advanced for John F. Kennedy, New York, to have billions of dollars spent on it.

Airliners such as the Boeing 747 and the McDonnell Douglas DC-10 which are now entering airlines' inventories with longer ranges, may result in some airports fading from the prominence which they have enjoyed. Rather than fly the polar route, stopping for refuelling at Anchorage, an

increasing number of airlines, Finnair, Air France, Japan Air Lines, now fly non-stop between Europe and Tokyo. This cuts six hours off the journey. British Caledonian plans to follow suit in 1987, and many others are eyeing the route across Siberia.

If this trend continues, will Anchorage, developed at a cost of millions of dollars become a ghost airport, rather as happened to Shannon, Ireland, and Gander, Newfoundland, when airliner range took another quantum jump?

From the passengers point of view, the trend is encouraging. Not only does it get him or her to their destination more quickly and less-tiringly, but the less chance there is for lights to be interfered with by terrorists.

Terrorism and the threat of terrorism continues to place an increasing burden on airlines and airport operators in staff and equipment costs. It also reduces the extent to which airport premises can be used. Once again, the crisis is producing appropriate technology.

At both Gatwick and Stansted, now given the green light by Government to be developed as the third airport for London, no new runways are to be built. This is largely in deference to public opinion and the aviation industry is having to learn how to pour a quart of airliners into a pint pot of concrete.

Fortunately, the micro-chip arrived just at the right time to assist in a solution. It is to be found in the on-board computers which fly the airliners with unerring accuracy down the glideslopes and on to the runways, and in the radar centres which monitor and instruct the pilots and their high-technology aids.

As anybody who has been aboard a flight leaving Heathrow at 11am will have noticed, there is

usually a traffic jam at peak times, with precious aviation fuel being burned on the ground as up to a dozen airliners jockey for places in the take-off queue.

Peak "slots" at most major airports around the world are now fully booked from one year to the next. Operators are pushed to take up take-off and landing times at unfashionable hours when their customers do not want to fly. And as many airports have noise curfews, with a ban on take-offs between late evening and dawn, the total of slots is not infinite.

When they run out of space at Heathrow and Gatwick, the airlines will be forced to move some of their services to Stansted, Schiphol, Amsterdam, with plenty of spare room, continues to air its aspiration to be "London's third airport".

### Many will buy duty-free goods

Congestion on the runways and taxiways is not the only limiting factor at airports. Overloading of the terminal buildings with passengers and their luggage, and of the infrastructure around them — the roads and rail links which connect them to the communities they serve — can be equally inhibiting.

Consideration is being given by airport planners to the wisdom of the traditional practice of calling passengers to airports hours before their flights and then have them sitting around the terminal buildings awaiting the departure call.

During that time, most of them will spend money on duty-free and tax-free goods. The British Airports Authority makes half of its income from commercial sources — but would it not be better to use the expensive airport buildings

more efficiently, even if duty-free profits declined? Britain's airports are to be privatized, and it will be interesting to see what line their highly-competitive new owners adopt in this debate.

Terminal four at Heathrow is a brave experiment in speeding up numbers passing through the airport. Incoming and outgoing streams of passengers are completely segregated, while all of those leaving from the terminal's 18 departure points will mingle in one vast lounge, rather than being shepherded into a series of separate and smaller lounges.

There are questions which can only be answered once the terminal is in full use. Will passengers on the concourse, which is half a mile long, become so confused that some of them will miss their flight? Will the fact that the new terminal is on the south side of the airport, while the three existing terminals are in the central area, result in some passengers going to the wrong terminal? And will airliners taxi-ing from terminal four to the runways slow down the finely-honed take-off and landing patterns?

Lessons learned at terminal four could be applied eventually to Heathrow's ultimate terminal, number 5. British Airways wants to see it built between the main runways at the western end of the airport on a Thames Water-Authority sewage farm.

If the full economic potential of the main London airport, and the foremost aviation crossroads in the world is to be achieved, terminal five will probably happen. But there is a vociferous environmental lobby to be overcome and a new home to be found for millions of tons of sludge, first. This debate will continue for some years yet.

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Radar control: A Plessey air traffic control system installed at Vienna airport for less congestion

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# The crippling costs of flying on

Making marginal profits, or no profit at all, the industry is in grave difficulty in financing the purchase of the airliners which it needs to replace its ageing fleets. The International Air Transport Association estimates that, depending on the rate of traffic growth, airlines will need to invest between \$150 billion and \$200 billion in aircraft, spare parts and other fixed assets over the next 10 years.

To meet the normal criteria of lenders and investors, the industry will have to earn an average operating profit, before interest, of 10.5 per cent. Past performance varies widely between airlines, but the overall industry level of profitability has fallen far short of this for many years.

While a few airlines have been able to keep their fleets up to date, other fleets have become older and more expensive to maintain — inevitable cracks appear in the airframes and systems become outmoded.

Operators are also under increasing pressure to pension off their older fleets by the new series of noise regulations which are gradually being introduced — in the US last year and in Britain at the beginning of this year. They will be introduced progressively.

But one small British all-cargo airline, unable to bear the cost of upgrading the engines of its aircraft, has already met its demise. If it could only afford to buy the new generation of airliners, which offer highly attractive savings on direct operating costs. They are made of lighter materials and incorporate the latest aviation electronics, enabling them to be flown more efficiently and accurately, with fewer flight crew.

Manufacturers are offering twin-engine airliners, such as the Boeing 767 and the Airbus A310, which are able to fly long distances over water. Airbus is planning the A330, which could fly non-stop between London and Los Angeles, carrying 350 passengers.

But although a few airlines are already operating twin-engine aircraft over water while keeping

within reasonable distance of land in case an engine fails, the aviation authorities on both sides of the Atlantic are still not fully convinced of the safety of what is known in the industry as Etops (extended twin operations).

Whether the US Federal Aviation Administration and Britain's Civil Aviation Authority eventually give complete freedom for this type of operation depends on the record that current flights build up.

While technological advances hold considerable hope of lower costs, such reductions have to be balanced against the prospects of numerous increases in outgoings.

Airlines continue to find great difficulty in unlocking the funds which they have earned in a number of foreign countries, particularly in parts of Africa and the Middle East. Recent estimates put

## Terrorism costs aviation dear

the amount of such blocked currencies at \$850 million — this after the industry managed to get back \$450 million during 1985.

Insurance premiums have risen steeply, to such an extent that the airlines are planning to bear a growing part of the risk among themselves. Airlines in the Third World complain bitterly that the premiums they are asked to pay are up to several hundred per cent higher than those in developed countries, even though their safety records are no worse and they operate wide-bodied jets.

Airlines are plagued by landing and parking fees at airports, and for flying through other nations' airspace — the *en route* charges. And, procedures such as tortuous courses around defence zones and other prohibited areas cost them millions of dollars each year, particularly in Europe where such areas proliferate. The International Air Transport Association is engaged in talks with governments on this subject, and has succeeded in having some tracks straightened.

International civil aviation is

also prey to political action of many kinds. Providing security against terrorist attacks is expensive, and the possibility of such attacks reduces the overall number of people who are prepared to fly.

In the back of every airline president's mind is the worry of fuel prices. The two massive fuel crises of the 1970s destroyed the industry's traditional economic framework, and set off a search for an alternative fuel to kerosene, notably hydrogen. Little is heard of such research today with the price of kerosene below one dollar a gallon. Efforts to reduce fuel costs are now concentrated on finding more efficient ways of burning it — for example, the development of jet engines like the five-nation V2500, the US-French CFM-56-5, and the British Tay for the short-term.

Airliners will undoubtedly become cheaper to operate after the initial investment. The trend in design for the future seems to be away from airliners becoming larger. The prospects of an 800-

seater — even a 1,000-seater — have now receded. Such aircraft would result in a redesign of the facilities at many airports, although the new Terminal Four at Heathrow has been built with several stands able to take bigger jumbo jets carrying up to twice the normal load of passengers.

The aircraft manufacturers see the biggest market for the remainder of this century being in the 150-seater sector, where there are several thousand airliners currently in service, but due for eventual replacement. And beyond the year 2000? Most of the major aerospace companies are looking at supersonic, hypersonic, even sub-orbital projects, even though the cost of such projects would be prohibitive.

Britain could be within reach of Australia in a little over an hour for air passengers by the year 2010. Air travel, it seems, may not become more comfortable, or even a lot cheaper, but it will almost certainly be faster than today.

To buy new airliner types full of partially-tried advanced technology or to stick to well-known but updated versions? The great debate continues in the boardrooms of the world's airlines. Some have made their decision, many more remain undecided.

Differing attitudes to the debate have been adopted by the manufacturers in the US and Europe. In America, Boeing and McDonnell Douglas have chosen to modernize the airlines they first launched in the 1970s by fitting new cockpit systems and engines.

The European Airbus Industrie consortium, with its French, West German, British and Spanish partners, has chosen new technology. AT's 150-seater A320, due to fly next year, will have computers sending commands to the moving surfaces on the wings. Pilots will fly it using sidesticks the size of gear levers, rather than the traditional control columns.

AT's next project, the twin-engine A330 and the four-engine A340, both with the same wing and fuselage, will take this advanced technology further — competition for Boeing's latest 747 jumbo, the 400 series.

The US company is giving the

# To buy or not to buy, that is the question

747-400 even longer range and a flight deck on which electro-mechanical instruments are replaced by computer-driven information, displayed on coloured cathode-ray tubes. The cancellation of the flight-engineer's station and a cockpit of two will save considerable operating costs.

The operators' view is that such competition must keep the price of new airliners, already exceeding \$100 million for a large-capacity, long-range machine, within reasonable bounds. And the new technology generated will also aid profitability.

The battle for sales is fierce, with both sides claiming that the other obtains financial advantages for its products from government. Airbus alleges Boeing does not pay all the taxes that it should, while utilizing some of the development funds it receives from the US government for military projects in its civil programmes.

Boeing suggests that the Airbus consortium obtains help from the government which back it through soft loans, and asks why the company does not publish detailed annual accounts.

While the debate goes on, a new form of propulsion, the unducted fan, a jet engine driving a propeller is being developed. Unlike earlier prop-fans, it is able to produce speeds through the air similar to those obtained by jets.

Research into the unducted fan, which promises to save airlines up to 30 per cent in fuel costs, was prompted by successive fuel crises, fuel being the largest financial outgoing for many airlines. The current decline in fuel prices has not lessened airlines' interest in unducted fans, for the industry believes that the long-term trend see fuel prices rise.

Jet engine manufacturers Rolls-Royce, Pratt & Whitney and General Electric are studying unducted fans intensely. But there are many problems to be solved, notably noise, vibration and blade containment should an engine

suffer a failure or be struck by a large bird during flight.

Boeing has a project, coded the 737, for a 150-seater airliner for the future which would use unducted fans. Airbus contends that the economic advantages of such a propulsion system over the jets of its A320 would be marginal — but it would consider fitting unducted fans to the A320 if the advantages prove to be considerable.

Boeing recently signed a memorandum of understanding with Japan to co-develop the 737 should a decision be made to proceed with it. This extends the practice for aerospace companies to share the high costs of the development of new aircraft.

## Efficiency will be paramount

All aerospace companies are investing considerable sums in computerized design and construction methods, in particular the development of advanced aviation electronics and the use of carbon fibre and other composites to replace traditional metals. While electronic signalling, or "fly-by-wire", between pilot and the flaps and ailerons of an airliner is already here, it will soon be superseded by "fly-by-light" with lasers conveying the instructions.

Most new airlines have significant sections made of composites — in a few cases, the entire hull section. Carbon fibre engine cowling, wing flaps, and undercarriage doors are commonplace.

But the steel industry is fighting the erosion of its old markets with the development of new metals, and new ways of working and "stretching" them, such as super-plastic forming.

In the coming generations of airliners, lightness, high strength, and efficiency of operation will be paramount as airlines search for improvements in their economics, and in their record of safety. AR



Future flyer: Boeing's 767-200 will be used for economic long-distance flights over water

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Deregulation, the system under which the old framework of licensing airlines was swept away, leaving them free to fly between whichever points they like charging highly-competitive fares, has had a fundamental impact on the airline industry in the United States. It is also set to spread to other parts of the world.

In Europe the trend is known as liberalization, but resistance is proving strong, particularly among some of the airlines owned and controlled by governments.

Liberalization has split Europe into two airline camps, those who want the traditional, tightly-controlled system of fares and routes unravelled and replaced with a "free-for-all", and those who cling to the status quo, or at best, a slow move towards some element of greater freedom.

The arguments have divided the 20-strong Association of European Airlines. Among those which have taken up a strong pro-liberalization stance are British Airways, British Caledonian, and the Dutch airline KLM. Those adopting a more-cautious approach include Air France, Lufthansa, and Alitalia.

The latter group cites the experience of deregulation in the United States when they urge caution, pointing out that in the US there has been a wave of airline failures and amalgamations.

Perhaps the most forceful among the group of countries seeking liberalization in Europe has been Britain. During the past two years, it has struck agreements, or partial agreements, on looser civil aviation frameworks with Holland, Luxembourg, Italy, and West Germany.

Talks are also proceeding with France, Scandinavia, and Ireland. The agreement with the Dutch is the most far-reaching. It gives freedom for airlines on either side of the Channel to open up new services to the other country without lengthy licensing procedures.

As a result, traffic between Britain and Holland increased by 50,000 during the first 12 months that the agreement was in force, and there were

## Channel poses serious threat

also some fares bargains on what had been a high-fare route.

This situation may also be observed on the North Atlantic, where 40 airlines, North American, European, and those countries which fly through Europe, scramble for traffic. Traffic between Britain and the US is controlled by the Bermuda 2 air services agreement. Annex 2 of that accord regulates the number of services which each side can mount.

But annex 2 is due to expire this June, and the British Government fears — and a reason why it has postponed the privatization of British Airways yet again — that without such an agreement, the US airlines will "swamp" the North Atlantic routes with seats, resulting in financial disaster for both BA and British Caledonian.

Over-capacity is already the case on routes from the United States to Europe. As a result of agreements signed soon after the Second World War, US airlines have traffic rights to fly to most points in Europe, but European airlines have far fewer rights into the US.

The European airlines complain that their US counterparts are able to mount uneconomic services into Europe. These are heavily subsidized by their domestic services inside the US which, for many of them, constitutes 95 per cent of their business, while European airlines have to rely on the Atlantic for up to one-third of their income.

The Europeans also argue it is unfair to compare the airline competition situation inside the US with Europe. They say they exist under pressure from highly-developed motorway and railway systems, and cheap charter airlines carrying holidaymakers to the Mediterranean.

In France, the government is pouring billions of francs into the development of the TGV high-speed rail network, whose services are cutting into the traffic of the main domestic airline, Air Inter.

The development of the fixed rail link beneath the Channel in the early 1990s also has serious implications, for airlines flying between

# The frantic fight for the freedom of the skies



Haute cuisine: Business travellers enjoy the comforts in the luxurious first-class cabin of a British Caledonian DC10-30

London and such destinations as Paris, Brussels and Amsterdam.

The continued in-fighting within the civil aviation industry and between governments which finance it, is producing a wider choice of fares for the consumer.

Across the North Atlantic, for instance, it is possible to fly for £99 single, on one of the new generation of carriers which are the children of deregulation. At the other end of the spectrum the single fare on Concorde between London and New York is £1,400.

There is also a far wider choice of fares classes. Apart from airlines which are very heavily business-oriented, like Lufthansa and Swissair, first-class has disappeared on services within Europe, now replaced by business class.

Airlines flying over longer distances compete for the high-revenue, business-class traffic with wider seats. These seats convert into beds, offer more space, and what they claim is improved service on board.

A few are wooing the business community with the promise of in-flight telephones. Some executives claim this move to be counter-productive, as they use the time during the flight to work undisturbed.

Deregulation and liberalization are also spawning large numbers of smaller commuter and regional airlines, particularly in the United States. These are moving in on routes which have been abandoned by the larger carriers.

A system of "hub-and-spoke" operations is growing up in America, with the newcomers feeding passengers in from outlying areas to large towns and cities where they transfer to long-distance domestic, or international flights.

So vital has this system become to the business of the major US carriers that several of them have established their own subsidiary companies, operating 20-30-seater turbo-prop airliners connecting with their main lines.

A new breed of commuter airlines is also emerging in Europe, encouraged by the trend towards liberalization.

An example is NetherLines, a Dutch company based in Rotterdam, and operating out of Schiphol Airport, Amsterdam, to 10 cities in Holland, West Germany, France, and Austria. NetherLines was started only in January last year, but it already has six 18-seater British Aerospace Jetstream 31 airliners in its fleet, and expects to carry around 100,000 passengers this year.

Birmingham Executive Airways started from a base at Birmingham Airport in the British industrial Midlands after British Airways pulled off several routes from that city because the places which British Airways operated were too large to make a profit from the small amount of traffic on offer.

BEA also flies Jetstream 31s, and now links Birmingham with a small network of European business centres, including Copenhagen and Milan, offering a high-class in-flight service at fares equivalent to those charged in club class by the major airlines.

All European airlines are waiting to see what impact the London City short take-off and landing airport will have on their services when it opens late in 1987.

## Potential for City airport

London City is being developed by the construction company John Mowlem in the derelict Royal group of docks, six miles, or a 20-minute taxi journey, to the east of the City of London. The airport should handle up to one million passengers a year when fully operational.

Brymon Airways, the Plymouth-based regional airline, is likely to be the first operator into the airport. It is the only British airline which flies the de Havilland of Canada Dash 7 airliner, a 50-seater which can operate economically into and out of the new airport's 2,500 ft runway.

Brymon is applying for routes to Paris, Amsterdam, Brussels and a number of business centres in Britain. It is bound to take some traffic away from the more traditional airline services on such routes.

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CAR BUYERS' GUIDE

Motoring by John Taylor

Mercedes safety balloons



Toyota Space Cruiser: Looks the same but there are many improvements

Airbags which inflate to protect car drivers in the event of a collision have come a long way since the Americans started experiments in the mid-1960s. Then, the idea was something akin to a balloon which blew up to virtually fill the entire inside of a car, effectively cocooning the occupants.

In Europe, Mercedes-Benz started investigating the system in 1966 and adopted the basic of the present system in 1970. This involves a compact airbag mounted in the steering wheel boss which inflates to provide a large cushion to protect the driver from facial injury on the steering wheel. It is operated by a sensor mounted on the transmission tunnel which detects an impact of 12mph or more and fires a gas propellant charge to inflate the bag in a thirtieth of a second. This system has been in production for five years and 45,000 have been fitted to cars on the German market, with another 80,000 for export, largely to the United States.

Now it is to be offered by Mercedes-Benz (United Kingdom) on the latest car range at a cost of £95.60. After use, the bag deflates rapidly and is claimed to be safe with people wearing glasses and pipe smokers. Refilling the bag and recharging the propellant cylinder will cost about £400. Mercedes emphasizes that the airbag is a supplementary safety device and that the normal seat belt restraint system remains the primary safety device for all occupants.

The introduction of the airbag coincides with the launch of the latest updated S-class cars from Stuttgart, the prestigious top end of the range. Essentially these comprise five versions of the four-door saloon and two of the coupes, with three revised roadsters.

While retaining the same basic lines and concept of the original cars, the latest versions show improved aerodynamics, new power units and modified interiors. The saloons and coupes have larger 15in wheels with low profile 205/65 R15 tyres. The 65 prototype tyre has been taken over unanimously by European makers over the past year and is also used on the mid-range and 190 series. The 65 refers to the aspect ratio of a tyre height of 65 per cent of its width. This is a compromise between the 70 aspect used on many mass

feeling of frontal instability sometimes encountered on vehicles of this configuration. Its comfort and convenience won't over to all who travelled in it and I would be more than content to use this type of vehicle for everyday motoring. The Space Cruiser certainly lacks for nothing in comfort, with electrically operated front windows and a high level of sound insulation among its attributes. There are quite a number in use in my part of the country and the latest improvements should ensure its continuing appeal. Automatic transmission is an option at £500.

Vital statistics

- Model: Toyota Space Cruiser 8-seater
Price: £39,350
Engine: 1.998cc four-cylinder, rear-drive
Performance: 0-60 18.0 seconds; top speed 88mph
Official consumption: urban 23.3mpg, 50mph 34.4mpg, 75mph 23.2mpg
Length: 14 feet 10.7 inches
Insurance: Group 5

Towards zero

Citroen has been learning from the Japanese as well as their own experience in adopting a new level of quality control in car plants. The objective is one of "zero defects" and a recent visit to the Rennes factory where it was first adopted showed an intensive attitude to quality at all levels. Rennes has been producing Citroen cars since 1962 and turns out just over 1,000 BX saloons a day. The zero defect principle is based on two essential factors: the replacement of post-production inspection by inspection during manufacture and the involvement of the whole company. To facilitate the inspection during assembly, the Japanese Andon system of warning lights is used on the tracks. As the vehicle goes down the assembly line through different work stations, any operator unable to rectify a problem at once pulls a cord which lights up a number above indicating the worker involved. An inspector comes immediately to offer assistance and if this fails the whole track is stopped. Citroen estimate that this can cost up to a hundred vehicles a day over the full manufacturing capacity, but that the resultant vehicle and lower warranty recall make it all worth the effort.

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